

History of . . .

Rimbey Alberta



Golden Anniversary
1902 - 1952

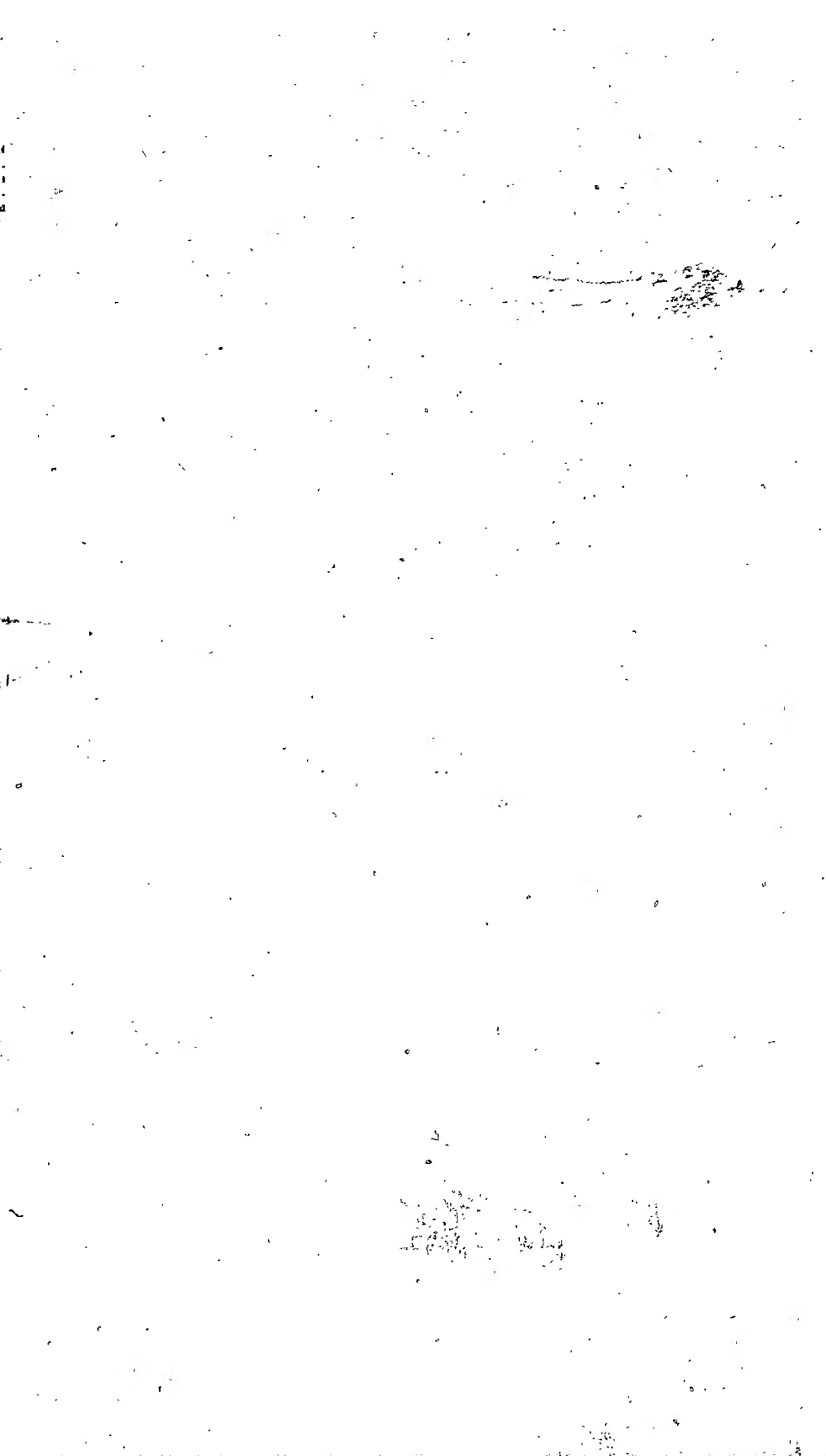
S. N. Rimbey

Since this book was arranged and almost on the eve on Anniversary week, which was planned to honor the old timers of this district, Mr. S. N. Rimbey has passed away. He was the last one of the Rimbey brothers who founded our town.

Lêt us pause to honor his memory as we do those who passed before him.

It is with all honor and respect that this history of Rimbey is dedicated to the old-timers. Their early achievements have brought us all the opportunity for a happy and more abundant life.

Of the settlers who came in the first few years, only the following are still alive: Mr. and Mrs. Sam Rimbey, Mel Sheppard and Frank Stephas at Rimbey; Mrs. J. Beeley and C. Raymond at Lacombe; Mrs. T. A. Iddings at Nanaimo, B.C.; Joseph Marshall at Sidney B.C.; and Mrs. J. Goings at Cranbrook, B.C.



Early History of Rimbey

During the latter part of the nineteenth century there was a severe drought throughout the Central United States and there was not enough feed for the livestock. At that time, too, much literature was circulated in the states about a new land of opportunity — Western Canada — and many colorful posters invited immigrants to avail themselves of the wonderful riches to be found here. This propaganda, however true, was issued by the C.P.R., which owned every odd section in each township (with the exception of 11 and 29, which were set aside as school land). Some of these odd number sections were taken by the earliest settlers here. The survey was not completed until the end of 1901 and squatters could file on land with the surveyor. Mel Sheppard of Rimbey worked through this district with a survey crew in 1901 and he cites as one instance of "squatter filing", the Charlie Townsend homestead.

This would have been C.P.R. land if Mr. Townsend had not filed with the surveyor.

The C.P.R. was granted 25 million acres of land and 25 million dollars, as well as other concessions, when the last spike of the railroad was driven in 1885 by Donald Smith, later Lord Strathcona. The land was to be taken in odd number sections in a 48-mile strip along the main line of the railroad. Ontario and British Columbia had already made other land commitments, and so the C.P.R. was given the privilege of choosing the balance of their 25 million acres from townships of their own choosing. Father Lacombe helped bring about these terms between the C.P.R.

and the government, and for his good work he was made honorary president of the C.P.R.

The CPR chose township 42 as one of those, and after reading a report issued by the Department of the Interior in 1900, it is not surprising that this district appealed to them. It reads as follows:

"W. F. O'Hara, D.L.S., left Chatham, Ont., towards the end of the month of March to survey outlines in the Finlander's reserve, west of the fifth meridian. He completed the survey of the east boundary of township 41, range 3, the east boundary of townships 42, 43 and 44, ranges 2 and 3, and the north boundary of township 44, range 2. These townships are well adapted for mixed farming and stock raising, the soil is excellent and the growth of grass very rank. They are covered principally with poplar, thick brush and willows alternating with prairie, and are well watered by streams. There are numerous ponds and marshes, formed by the work of beavers, which can easily be drained.

A. McFee, D.L.S. was given the contract for the subdivision of townships 40, 41 and 42, range 2, west of the fifth meridian; he completed the survey of township 40. This township is covered with scrub, and is somewhat rough and broken with numerous small ponds."

The Hudson's Bay Co. was granted section 8 and 3 quarters of 26 in each township south of the N. Saskatchewan River, and together with the C.P.R., school lands, and homesteads, there was very little unclaimed land. This accounts for most old timers saying that they "cut their wood on section 37".

To cater to the needs of the settlers while they were looking for land, the C.P.R. ran an immigration hall in Lacombe, situated south of the Adélphi hotel across from the station. Here the families stayed until they found land which suited them and had a shelter to move into. Several families from different places would be there at one time.

The Abner Raymond family was the first to settle here so far as is known (there were others here before them but they were not settlers). Abner was the father of Charlie Raymond of Lacombe, and of the late Mrs. Sanford Allison.

In Lacombe, the livery barn was run by couple of men named Tice and Fortune, and since most travellers used the livery barn to rest and feed their horses, the two men met practically everyone. Mr. Tice was a government land agent also, and it was he who located the Raymonds in this district.

The Raymonds, together with families named McLaughlin, Ashton, Bill Kerney and his brother Jim Kerney, came across country from South Dakota, through Montana, to Alberta, in search of a location that would provide plenty of feed for their stock. En route they were joined by two young men named Angus McKay and Ed Snyder, who now lives at New Norway.

The party had a total of 13 covered wagons and 88 horses. Charlie Raymond was a young man at that time and rode ahead of the wagons, scouting for trails and suitable places to cross the streams and rivers. At one place he rode into a stream which they wanted to cross but the sandy bottom was soft and his horse went completely under for a minute until it could get its swimming

stride to cross the stream. Somewhere on the other side Charlie found a party of men driving 600 horses and he asked them about a place to ford the stream. They thought he had chosen the shallowest spot and offered to drive their 600 horses across to pack the sand bottom. This they did, and then drove them back again, ahead of the 13 wagons which crossed safely, the sand having been pounded down twice by 2400 hooves.

The Raymond party left South Dakota on June 3, 1899, and arrived in the Forshee district south of Rimbey on August 12. They had brought their furniture and farm machinery and began to get settled that fall. Oldest member of the party was Abner Raymond's grandmother, Mrs. Hardy.

At the time the Raymonds came, the drought had also affected Canada, and the Blindman River did not have enough water to run. The holes were filled but the flat bed of the river was completely dry. The wet years began in 1900.

The department of meteorology reports that the precipitation in January 1898 was lower than usual, and that April and May of 1899 were very dry. In May 1900 rainfall totalled 4.19 inches, June and July rains were normal, and the heavy rains began July 26. During the month of August 9.7 inches of rain were recorded at Red Deer, and in September 3.9 inches were recorded (double the normal amount).

The following year, in the spring of 1900, Shelby Reed, who had been a neighbor of the Raymonds in South Dakota, came by train to Lacombe, and then came out to Raymonds to look for a location for himself and his fam-

ily. He and Charlie Raymond rode all around this district on horseback and he finally chose S.E. 22 (one mile east and a mile south of where the elevators now are) because he liked the low, wet land which would provide plenty of hay for his livestock.

Mr. and Mrs. Reed and their family of seven had left Rapid City, South Dakota, in 1899 and driven through the Sweet Grass Hills to Montana, where they spent the winter. After Mr. Reed had chosen his location here he returned to his family and they drove to Macleod, and entrained from there to Lacombe arriving April 10, 1900. They crossed Gull Lake on the ice on April 12, but drove half their herd of horses around by the south end of the lake. When they arrived here the Rimbey brothers had already come out from Lacombe and the Tolmans were settled too.

Mr. Reed brought with him 35 carloads of household goods, farm implements and even road building machinery. He also brought 350 head of horses, many of which developed swamp fever, or glanders, as result of changing to low wet pastures. A number of these horses are said to have been driven "way out west" by Mr. Reed, in order to save them from slaughter by the government veterinarian, who was trying to wipe out the disease.

Mr. Reed had belonged to a Co-Op in South Dakota, where he ran a grist mill. He was noted as a famous horseman and his DO brand on the cheek was widely known.

He died here in 1919 and Mrs. Reed passed away several months ago, on January 16, 1952, at the age of 94 years. She had been living in Montana.

The Sanford Allison family also

arrived here in 1899, squatting on the land where Eldon Taylor now lives, and which Mr. Allison homesteaded. Mrs. Allison was a daughter of Abner Raymond, and they came from South Dakota.

Mr. and Mrs. Allison raised 18 children, and Mrs. Allison is remembered as being always patient and kind with them. She never did slap one of them or raise her voice in anger. Other children were treated with equal kindness and when the young people wanted to have a good time they went to Allisons.

Other early settlers were W. A. Tolman and his sons-in-law who had taken the whole section east of Rimbey where VanNests now live. Mr. Tolman was a Latter Day Saint and was very devout. A small orchestra was formed here, with Charlie Raymond as violinist, and the neighbors used to gather at the Tolman home for dances. After the fiddler had tuned up, Mr. Tolman would ask everyone to kneel and would lead them in prayer to start the evening.

In the year 1899, Ben Rimbey had come to Lacombe from Kansas, scouting for land. He decided on this location and returned to Kansas and in April 1900 he brought back his brothers Jim and Sam and his nephew, Oscar Rimbey. Also in this party was C. Townsend and Samuel M. Gwin.

During 1900 they all rented farm land from people at Lacombe and put in crops. In the summer time the men came out here and squatted on land. Ben and Sam Rimbey and Mr. Gwin put up hay and broke some land, and the Rimbeys erected log buildings in preparation for bringing their families out. Mr. Gwin didn't build his log house until the summer of 1901, as his wife and family

planned to stay in Lacombe so the children could attend school until a school was built here. They came out in October 1901. Mr. Gwin's land was N.W. 28-42-2, where R. Watts now lives. He planted the spruce trees which still stand there. In 1906 he planned to move to B.C. and sold his homestead to Henry Watts, who had come out from Illinois. Mr. Watts brought his wife and family and settlers effects out in 1907, and that same year he built the frame house which still stands. Mr. Gwin's plans to move to B.C. changed when he visited that province during a rainy season, and he bought N.W. 26-42-21 where his son Willie still lives.

Sam Rimbey homesteaded N.E. 20-42-2, and together with his brother Ben he bought N.W. 21-42-2 (south of what is now Jasper Avenue).

Mr. and Mrs. S. Rimbey still live here. Although Mr. Rimbey's health does not permit him to take part in any activities now, his wife is still active and cheerful and enjoys her life in this town she has helped to build. During their fifty years here, they have taken part in many phases of the community. Mr. Rimbey, known as Uncle Sam to many, acted as veterinarian until a few years ago. He was quite a story teller and has always amused people with interesting tales.

Jim Rimbey homesteaded S.W. 28-42-2 (north of Jasper Avenue) and in 1910 he built the large frame house, now owned by B. W. MacGillivray. He lived there until about 1920, when he sold out to Frank Peabody and moved to Washington.

Ben Rimbey chose land S.W. 22 in the same section as Shelby Reed, and when the survey was completed it was found that Reed's

buildings were built on the road allowance. Ben Rimbey then found out that the SE of 28-42-2 was available and he filed on that quarter. This joined his brother Jim's land on the east.

According to the Land Titles office in Edmonton, Ben Rimbey was the first to file on a homestead here in February 1901.

Hiram and Tom Cutler, who came from Wisconsin, were in Lacombe looking for a location when the Rimbey brothers arrived. The Cutlers drove some of the Rimbey wagons out here and remained to homestead the quarter north of town where Dr. Byers used to live, now owned by Mrs. Z. Zelasek.

In the spring of 1901, these pioneers brought their families out from Lacombe to the settlement which they had named Kansas Ridge. In April of that same year they were joined by the J. J. Goings, A. O. Anderson and J. Young families who came out from Kansas.

They came by train, the trip requiring five days to Lacombe. Anderson came with the freight car and it took eight days. The land guide who brought them to Rimbey was Mr. O. E. Putman.

The winter of 1901-2 was an open winter, according to the old timers. The grass and vetch cured where it grew and the livestock ranged on it all winter and fattened. Fred Nelles from near the lake had 90 cattle out all winter and in the spring he sold 32 of them, fattened without ever having eaten grain or chop. Sam Rimbey says he butchered a beef from the range that spring and it was fat, as though it had been grain fed.

In 1902 Mr. James H. Vliet and his family came from Kansas and joined them. Mrs. Vliet, Mrs.

Goings, Mrs. Anderson and Mrs. Young were sisters.

Another family to arrive in 1902 was that of Joseph Marshall from Illinois. Mrs. Marshall was a sister of the Rimbey brothers.

They had a large family and every farm they moved to was given a thorough tidying up by the boys and girls under their father's supervision. Old timers say that they could tell where the Marshalls were living by the spic and span look of the place.

Mel Sheppard, another old timer, first came here in June 1901 with a survey crew, working on township 43. They went back to North Dakota for a month or two, returning here in the fall to complete the survey. The willow bushes and other growth wore out their clothes quickly and many white flour sacks were used to patch dark trousers with quite effective results. The survey was completed just at the end of 1901, and Mr. Sheppard spent Christmas Day on the river flats west of town. He carved his Christmas dinner — a piece of frozen fat pork — with an axe, and cooked it over an open fire. The crew got a bag of flour from Joe Goings and celebrated New Years by making sourdough to eat with their beans.

Mr. Sheppard had already chosen the land he wanted for himself, the W $\frac{1}{2}$ 6-43-2, and there he lived until a few years ago when he retired from farming. He now lives in east Rimbey.

Mr. Sheppard bought the first aeroplane owned here. Although he was too old to get a commercial license, he had a good time flying his plane around. Children of the district were always interested in his plane and were frequent visitors to the hangar. Rudy (Earl) Platt piloted the plane for Mr.

Sheppard and later bought it and began flying as a bush pilot. He died in a crash near Great Slave Lake nine years ago.

During this first year in the settlement, a small store was run by Charlie Townsend in the Jim Rimbey house (now the Mac-Gillivray place). Some time during 1902, however, Jim Cox (Mrs. Cox was the former Mattie Gwin) came from Ponoka hoping to buy some land to build a general store. He tried to buy a location from Mr. Young, who farmed two miles north (now the Mishukoff farm). Mr. Young was a very devout man and was afraid that the location of a store would encourage the establishment of a dance halls, saloons, etc., and he did not wish to sell land for these purposes, so he declined to sell any. Mr. Cox then bought two acres from Sam Rimbey and on this land was built Rimbey's first store. It was situated where Wilton's store is now and was of log construction. After the building was completed there were 12 wagons taken into Lacombe to haul out supplies for the store. Mr. Cox sold out to Putland and Thorpe in the fall of 1905.

The Cox store was the only business here and was a meeting place for everyone. Fun and amusement were self-made in those days and many pranks were played in Cox's store.

One such incident concerns Jim Coverdale's dog, Curly. Someone tied the end of Mr. Cox's string to Curly's tail and Jim opened the door and ordered his dog to go home. Curly was well trained and set off at a mad pace, unwinding quite a length of twine before Mr. Cox could break it. The prankster is said to have been Orman Sheppard, brother of Mel. He died here of appendicitis.

Another "funny" happened to J. Beeley, who came from Lacombe in 1902. He clerked in the store and used to use the edge of the counter as a cutting board for his tobacco, which he shaved from a "plug". Sometimes if he wasn't too busy he would shave off enough for two pipefuls, and leave half until he was ready for it. One day a small quantity of gun powder was slyly slipped into the waiting tobacco, and when Mr. Beeley lit up — he really did, no foolin'!

Mr. Beeley came out in 1903 and homesteaded SE 34-42-2. He was English but came here from Illinois. Mrs. Beeley, who is now 94, still lives in Lacombe and is in excellent health yet.

Mr. Cox was the first postmaster here, the mail service being started in 1903. The Department of the Interior chose the name Rimbey for the settlement from among the following suggestions: Cox, Rimbeyville, Thompson and Reed. The first mail carrier was Joe Marshall, who made the trip to Lacombe and back for \$5 per trip. At first it was a weekly service, later changing to two and finally three trips each week.

When Mr. Marshall gave up the mail route it was taken over by Alfred Coverdale (father of Mrs. Marie Pearson of Leslieville and Grace Coverdale who recently passed away here). In 1902 Mr. Coverdale had come up from Stark, Kansas, to visit his daughter, Mrs. Oscar Rimbey. In 1903 he moved his family here. He held the contract for the mail route for a period of nine years, weekly, twice-weekly, and then daily.

It is interesting to note that in 1903 when the Coverdales came the C.P.R. land sold for \$3.00 per acre, with ten years to pay.

In 1903 Ken Wates came here from Jamaica after the earthquake. He homesteaded N.E. 28-42-2 and built himself a house there as well as another for his mother and sister. In 1907, Mrs. Wates had her house moved into town and operated it as Rimbey's first hotel. They named it Jamaica House. It still stands as part of the Cottage Hotel. The Wates family were all very musical and were a great addition to the community.

Mr. and Mrs. F. Richards also came from Jamaica and took up a farm just west of town on the other side of the river. Mrs. Richard's father Dr. Roberts, also came. Mrs. Wates at the hotel was his daughter too.

Other first businesses included a blacksmith shop, next to Cox's store. The blacksmith shop was built by J. Long, who rented it to W. Connors for a time. He ran it until 1908 when it was sold to Frank Peabody. Mr. Peabody had moved to Rimbey from Bentley and built a store across the road from the Ben Rimbey house. In 1908 they moved uptown and Mr. Peabody was blacksmith here in partnership with Ed Surrell, until 1930. Mrs. Peabody ran a boarding house. Mrs. Peabody lives now at Hoadley with her mother, Grandma Woods, a grand old lady.

The first creamery was built in 1907, shares being sold to the settlers here.

In 1906 Mr. Thorpe built a livery barn just east of the hotel and in 1909 he built the first hall, just east of the barn.

In 1909 the store which Peabody had built across from Ben Rimbey's was moved uptown to where the Imperial Lumber now stands.

In 1914 Lloyd Newsome opened his barber shop in town, and has

run it ever since. He is one of the original business men still in business.

In 1915 Charlie Jackson built a store where the Taylor store now stands. After the railroad came through the store was moved down near the station. It is now referred to as "the Eckardt building".

Also in 1915 the Windsor hotel was built by Tom Williams. It was located where the Rimbey Record office now is and was destroyed by fire in 1936, while being used as The Record office.

A large hall, built by shareholders, was also erected in 1915. This building forms the theatre part of the Empress Theatre today. Early concerts were all home talent and no program was considered complete without a vocal selection by Charlie and Bill Cooke and Lloyd Newsom.

During 1915-16 Rimbey's first band was organized by Dr. S. N. Byers. It consisted of 13 pieces, and practices used to be held every Saturday afternoon in front of the hall. It is told that for seven consecutive weeks, it rained every day except on Saturday afternoon when band practice was being held.

Dr. Samuel Nelson Byers and his wife and family came here from Nebraska in 1914, and he became Rimbey's first resident doctor. Until the White Brothers opened a drug store in 1919, Dr. Byers had his office in his home northwest of town. Although she was not a nurse, Mrs. Byers helped her husband when possible and endeared herself to everyone by her sweet disposition. Dr. Byers moved to Ponoka in 1936 and practised there for several years before he retired. He passed away

in 1948. Mrs. Byers still lives at Ponoka.

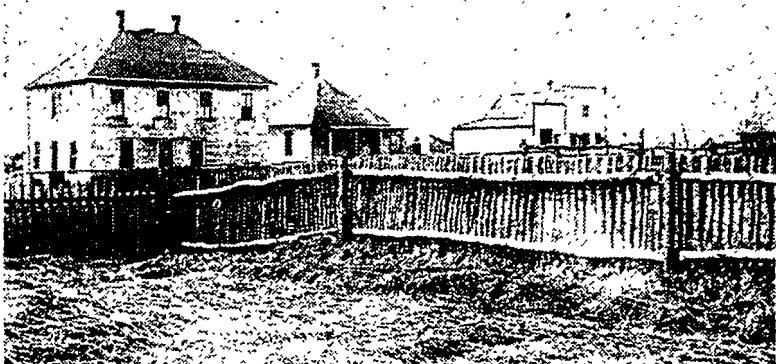
The Rimbey Drug Store was opened in 1919 by Bill and Alex White, who ran it until 1946 when they sold it to Miss S. Jepson. They moved to Sasktchewan to live near their sister, but did not enjoy a long period of retirement. Alex passed away just a few days before Bill, both of heart attacks.

Charles Rolston came to Rimbey in 1919 and ran Rolston's General Store for many years. After the fire in 1923 he re-built the store on the same site, next to Beatty's Hardware. This is the store now owned by T. L. Wilton. Mr. and Mrs. Rolston are living in Toronto now.

Jack Beatty has run a hardware store here since 1920, when he built next to White's Drug Store on the east. He had an apartment above the store and he and Mrs. Beatty lived there until the store burned in March 1923. After that they rebuilt and also erected a new home across the corner from the store. This beautifully landscaped place is admired by everyone who visits Rimbey.

After the settlement was established and news of the fertile valley began to spread, there was a great influx of settlers. They shipped in, as far as Lacombe, if they were able to afford it, or they came by covered wagon or Red River Cart. Some made the trip on horseback, one of these being the late Joe VanSickle, who rode all the way from Texas. A poem by the Bard of the Blind-man maintains that Joe thought he rode "too fur north", but despite the cold and snow, the country held a certain charm for him and he stayed till the end of his days.

RIMBEY . . . MANY YEARS AGO



This picture shows the earliest business section of Rimby. The large building is Jamaica House, and next to it is Thorpe's house, where W. T. Braithwaite now lives. Beyond that can be seen the blacksmith shop and the Rimby Trading Co., run by Putland & Thorpe.

PLOUGHING THE LAND BY OXEN



This picture shows D. B. Pineo, ploughing with three oxen on his homestead, where Roy Jordan now lives. Mr. Pineo, it is said, was a strong Conservative and after Alberta became a province in 1905, he accepted nomination on the Conservative ticket in the first election. He was defeated by the Liberals, however, and was so disappointed he vowed he would let his hair and beard grow until a conservative government was in control. He wore his beard for years until one day Bill and Louie Stevens clipped him of his growth while he was asleep. He was more chagrined than ever and carried his revolver forever after, just in case he met the Stevens brothers.

Early Settlers of Rimbey and District

During the dry years travel from Lacombe to the west presented no great difficulties for horse back riders or buck boards. The road wound around the hills west of Lacombe as far as the Spruce trees, old Indian land mark, now Spruceville, then divided into two forks, the north to Buck Lake and the south to Rocky Mountain House.

When the water in Gull Lake was low there was an island visible from Brownlow's Landing on the west — and one could cross through the water to the island and ford to the other side of the lake — saving seven miles on the trip. The same was true of winter travel when the crossing was made on the ice.

Many stories are told about these trips. In February 1901 Alan Langmuir was driving a lively team across the ice when he heard a great commotion behind him. His horses started to gallop and before he could stop them he was surrounded by a huge band of horses — the ice cracked with the weight and water splashed over him until he thought he and his outfit would be drowned. The horses were part of the famous Reed bunch being driven to their new home. The Mounted Police in Lacombe had advised them to divide them before crossing the lake. Had there been 350 instead of the 200 that passed Langmuir, this tale would not be told.

Another story had not such a happy ending. The Cummings Bros. had built six foot bunks to haul lumber across the lake. One of these huge loads had passed over the lake, followed by Triplet returning from Lacombe with provisions. The ice often heaved when freezing, the load of lumber was

wide and passed safely over the crack made in the ice, but Triplet's team went down. The ice on one side and the sleigh on the other kept them from drowning but they froze dead in their tracks and their groaning and moaning could be heard for miles. No way could be found to release them or put them out of misery, and that scene was vividly impressed on the memories of those at the lake that day.

Considering the loads that passed there were remarkably few accidents. Lacombe was the nearest point for all parts west and cement, brick, nails, wire, furniture, etc. were all hauled by team, mostly in the winter time over the ice. The men were not so busy then and the going was easier by sleigh.

Alan Langmuir, his brother and a man by the name of Morrison, were enticed to come west by the offer of free homesteads and assisted transportation by the C.P.R. They landed in Lacombe and after making enquiries decided to start west, reaching their present location on Christmas day, 1900. Before night they had thrown up a shack which served as shelter for them all that winter and the next summer. He probably has the distinction of living on one farm longer than any other person in the Blindman Valley. His mother and father, five sisters and another brother came west in 1903.

When asked if he had driven oxen he said he had raised and broke one team and made one trip to Lacombe and decided if there was no easier way of travel he would quit — and sold them that day.

On that trip, he stopped at McKilligans and they were dig-

ging a well — the old way — pick shovel and windlass. The young man down the well digging said he could hear thunder — none of the men on the surface could hear it, but on putting their ears to the ground, all could hear a rumble. Later they learned it was the reverberations from the San Francisco earthquake.

In the early years of the century, Allan Langmuir's father wrote a letter to Ottawa for 20 men from the valley petitioning that a school be established. Most of the men were bachelors and the letter which came as a reply stated that until they had children to be taught, it might be better to send available teachers where they were more urgently required.

When the Ebelings settled at Gull Lake in 1899 the only settlers west of there were the Hansens on the Lake east of Bentley, and two English families — Jones, farther around the lake at Jones' Point, and Slaters, a mile west of the meridian line.

Cummings (the same family who now live at Forshee) had a saw mill on the west side of the lake. This was the first saw mill in the country, and had been built by a brother-in-law of Puffer's who sold it to Cummings. He secured a timber berth on the west side of the lake from a man named Ira Klmik and moved the saw mill there. (Dave Adams worked for Klmik in 1897 for the sum of \$6.00 per month). Mr. Cummings moved the saw mill to his new location and built a sail boat which they used for hauling the lumber across the lake to be sold in Lacombe. This was later converted into a steam boat.

This boat was designed and constructed of native lumber under the supervision of a sea captain

by the name of Snowden who settled across the bay from Brownlow's. His place was known as Snowden's Point. Many early settlers received employment during the winter months, working in the saw mill, freighting lumber or running the boat in summer. John Veefkind ran the engine for Cummings.

When the mill was put up on the west side of the lake the water was very low and the saw dust was hauled away by teams. After the heavy rain in 1900 the lake raised so they could not get around the mill with horses but continued to saw and take the saw dust away by wheel barrow. Still it rained and finally the water level raised to the saw so they again dismantled the mill and hauled it by boat to the east side of the lake. They continued getting out logs on the west and towed as high as 2500 logs in a boom to the mill, then hauled the lumber across for the settlers on the west. Once in 1897 a strong south east wind came up and caused the tow line to break.

Bentley was settled about the same time as Rimbey — McPherson, a major of the Civil War, took a homestead at Bentley and bought an adjoining C.P.R. quarter to the west of it. When it came to choosing a name for the little pos office which he opened in his store, the few settlers around suggested McPherson. The men at the saw mill had a sawyer by the name of Bentley and they put in their bid for him, and as there were more men in the camp than there were settlers, Bentley got the honor. Mrs. Ole Boode was the first clerk in Major McPherson's store. Her name was Myrtle Thomas, and her sister was a cook at Cummings mill. She married Axel Boode, brother of Ole,

Probably the first Christmas concert was held at Cummings Saw Mill in 1900. The Jones, mentioned earlier, were stage people. The daughter Emma, was a vaudeville performer with a stage name "Rose Grieve". She was a wonderful musician as was her whole family. It is said that they had a room twelve feet square, filled with musical instruments, no two of which were the same. The family did not make a success of farming and when the finances were running low, Rose and her brother James would go to Edmonton and put on a few shows. After they left Jones' Point Rose opened a music studio in Great Fall Montana and in Vancouver. Rose Jones married a mountain guide several years after she left this district. It is told that they had a child, and that after they separated her husband would be seen occasionally riding horseback, the young child always with him.

Rose Jones was in Rimbey several years ago to dispose of the property at Jones Point (J. Beatty owns it now) and was a very spry person. It is reported that she could do the splits when she was 62 years old, bearing out what those mill men said at the Christmas concert "She had bones that were made of rubber".

Anyway, the Christmas concert which Rose and her brothers Jobe and James put on is still talked about among the old timers. They played beautiful music on their violins, and in some numbers would cross bows and play on each others instrument. They played on tumblers of water, and did sleight of hand tricks. It was a show one might have seen in the heart of London, but the audience at the sawmill was the most appreciative

one in the world.

During the late nineties it had been very dry in the west — a real drought in the Dakotas and Montana. Consequently the settlers coming to the Lacombe district and west during those years chose low-lying land for pasture and hay.

The Boodes — father and mother and eight sons and a daughter — came from Minnesota in 1895, settling on the Blindman River south of Gull Lake and west of Blackfalds. Among them they had acquired and raised quite a bunch of cattle. The year 1898 was very dry and they cut and stacked all the hay in surrounding low places. There was little rain in 1899 until July, they had put up two large stacks of hay and had more cut when it started to rain on July 26th. It rained day and night until September 13th — the low places became sloughs, then lakes — the hay stacks were under water, some 20 feet deep.

Ole Boode and his father, with a neighbor Cook, who had a ranch at the south end of Gull Lake (Cook's Point) drove their cattle to higher land, following up the Blindman River until they came to what is now Rimbey. They cut hay late that fall on south slopes and put up a house and barn and spent the winter of 1899 and 1900 looking after that bunch of cattle.

As far as anyone knows they were the first white men to come that far up the Blindman. During that winter they never saw a living person except one Indian on his way from Buck Lake.

Game was very plentiful, on one trip out for provisions they shot four deers. Rabbits, partridge and fish varied the diet.

It is impossible to report on all the people who settled in this valley during the early part of the century, but no disrespect is meant to those we omit.

Kasper, Isadore and Mike Uhl lived west of the town and were good settlers, doing much for the district. Two of Isadore's sons farm west of town.

C. A. Kemmis filed on homestead in 1905 and his sons now farm in the Lockhart district; W. J. Stevens still farms his own land south of town; George Peckham and L. A. Gunnell have passed away and their farms sold; Otha Gideon filed in 1902 and his family are active farmers in the district; James G. Brown filed in 1909.

Harold Eckardt filed in 1909. He has been employed by the Treasury Branch for a number of years. His friendliness and quick wit have made him one of the town's best liked citizens. His equally friendly wife is a daughter of Ben Rimbeys.

John Grinde came here in 1906 and filed on his homestead in 1907. He has served on the school board, the agricultural society and many farmer groups.

When Mr. Grinde was working in Wetaskiwin before he moved here he met a half breed named Hudson, who said he had hunted buffalo in the Blindman valley forty years before then. That would have been about 1865.

A. H. Hayden takes no active part in farming now, but he is an expert gardener and still enjoys this pastime.

Charlie Smith, another old timer still does his own farming northeast of town. Mrs. Smith is the former Ruth Marshall, daughter of Joe Marshall.

W. Sinclair Mellis filed on his homestead in 1907. He was in

great demand as a carpenter when he was young and built Iola and Monte Vista schools, as well as barns for Kasper, Isadore and Mike Uhl, and other buildings for Coverdales, Watts, Cole and Schraders. He is a great lover of flowers and recently celebrated his 80th birthday.

Bill Cork filed on his homestead in 1913. He now works in town, hale and hearty after a serious illness two years ago. Mrs. Cork is the former Ruby Bunch, daughter of Tap Bunch who came here in 1902.

Ted George, now at Bentley, filed on his homestead in 1913. He ran a garage in town for years before moving to Bentley where he operates a real estate and insurance office.

Putland and Thorpe sold their store to W. Brooks. They had a family of six children, and the entire family were musical and took a prominent part in church and community affairs. Mr. Brooks organized a work to plant the beautiful trees in the cemetery.

W. H. Sayles homesteaded in 1906; Gus Starozik, our genial well driller, filed the same year. So did William Pregoda, who retired several years ago and moved into town.

Glenn Iddings filed on his homestead in 1904, and still farms in the Blindman school district. He is a son of T. A. Iddings and his wife is a daughter of the late Phill Becker Sr. Mrs. Becker still lives here, a charming little lady who is beloved by everyone.

Fred Kenner came here from Peterborough, Ontario, and homesteaded five miles north of town in 1906. He and his wife, the former Blanche Craig, built up a lovely farm home, where Mr. Kenner raised good Belgian horses. He was active in the agricultural

society and helped to organize the hog pool. Their home was the setting for community picnics held each July 1, for many years. Last year the moved from Rimbey to make their home in Red Deer.

Jim Hendershot homesteaded in 1907, George Marshall in 1907, James Jefferson in 1910, and Fred Bell in 1910.

The late William Connors homesteaded in 1904. He spent several years of retirement in Rimbey before his death. Mrs. Connors lives here still.

Salem Cole filed in 1903. He lived on the farm all his life, but since his death Mrs. Cole has moved into town.

During the early years he raised more pigs than any other farmer around here. Mrs. Bowen was a kind woman, helpful to everyone. She was very active in the Wooddale W. I. and other community affairs.

The late Pat Bowen came here in 1905. He was a wonderful gardener and cultivated a nice orchid of small fruits. His vegetable garden and flowers too were a credit to his green thumb.

George Donnelly filed in 1911. He passed away several years ago and his widow lives in Bluffton. His brother Jerome filed in 1913. He has served this district faithfully for many years as municipal councillor, and is now acting in the same capacity on the new County of Ponoka.

C. F. Hansen, now living in Red Deer, is one of the districts old timers. They left the farm some time ago but their sons, John, Carl and Fred still farm here.

Dave Stuart came here from the States, and proved up on his homestead when he was 21. He still lives on the same place. He and his wife are kindly people, well liked by everyone.

The World War affected this small village the same as it did the rest of the country, and a community farewell was held for some of the local soldiers. Old timers who were honored that night were Captain Brown (Carrie Allison's husband) Robin White, Ted Marshall, Charlie Onions and Nicholson.

Mr. and Mrs. George Budd came here early in the century and farmed just north of the village. They were active in church work and community affairs, and these things still interest them. They now live in the Monte Vista district.

Montana Richards, so named because he came from that state, lived several miles northwest of town and raised cattle there as early as 1902-3. His wife, now Mrs. Ferguson, lives in town.

Earliest settlers to the Medicine Valley to the south west were the Brodersons, Lees, Boyers, Lindsays and Hanchers. This settlement was first known as Wittenberg, in honor of Bill Broderson's father who came in 1903. During the first World War it was changed to Leedale, after F. Lee, who retired two years ago and moved into Rimbey. He is a brother of Mrs. Wm. Andrews, also living in town. She and her husband were old timers in the Gilby district. Mr. and Mrs. F. Johnsman are also old timers of the Leedale district who now are enjoying retirement in town.

The Castleman, Cox and Craig families all came to the Chapel district together from Iowa in 1901. They lived in one log house on the Craig farm until they could get other homes ready. Mrs. Grover Robson and Mrs. Roy Herold are two of the Cox daughters. Art Craig, son of the pioneer, lives on the Ben Rimbey farm

which he recently bought, another son Lorne lives at Forshee. Mrs. Ken Sweetman who lives near Bentley, and Mrs. L. A. Gunnell are Craig daughters.

Other old timers who located here early in the century were the Kaywoods and Shalks near Monte Vista, Dave Stuart, who homesteaded in 1903, Pat Donnelly and Jesse Lloyd came from Nebraska in 1903, T. A. Iddings came in 1903 from Iowa and lived in the Symonds district for a time before moving west of town.

Mr. Iddings was called Rimbeys' grand old man, because he was so active and alert even at 90 years of age. He passed away when he was 94.

He was a well educated man and helped to bring in the railroad and organize many farm projects. He was an ardent curler and continued playing as long as he lived here.

Mrs. Iddings also took an active part in community affairs and in the United Church and Sunday School.

A man named Joiner came from Montana in 1901 and ran a saw mill. He built the house where Walter Peabody now lives.

Bill Stevens came in 1901, and so did Jim. Heeley who lived on the farm where W. Stevens lives now. A man named Keith had the quarter north of that.

Allan Langmuir also came in 1900 and W. Rigby in 1901.

Mr. Rigby was one of the settlers whose land was listed as "Indian Scrip". When an Indian or half breed chose to live outside a reserve, he and his family was each given a piece of land. The scrip lands around here are all divided into eighth sections, which would indicate that that was the amount given to the Indians.

There is no knowledge that any Indians ever lived on this land. More often they sold the land and clung to their wandering ways.

Calkins Valley was so named after the Calkins family who were early settlers there.

An early settler in the southern part of the valley, near Bentley, who has done so much to help in the development of the district is Clarence Damron. He is known all over the province as one of the best auctioneers, and takes part in all the big livestock sales. He and Mrs. Damron live in the village of Bentley now.

Mr. Tom G. Wilton, still busy at his favorite task — gardening, is another old timer here. He had a farm in the Iola district. Mrs. Wilton noted as a good cook, passed away several years ago.

Mr. Bert Saunders, now living at Ponoka, came here in 1905 but had been at Bentley before then. He married Lilla Rimbey, daughter of Ben Rimbey. Mr. Saunders was school teacher here, and was town secretary for years after Joe Renshaw left. He will be forever remembered for his wit and practical jokes.

The Picketts family were old timers here, too, having come from P.E.I. Mrs. Tom Spinks is the former Ina Picketts and is the only one of the family to live here now.

Dave, Frank and Chum Adams are all old timers too. Their parents moved to Blackfalds district in 1895. At that time there was an old Hudson Bay Fort where the bridge crosses the Blindman river. Mr. Adams Sr. (Pete) burned lime there in 1898 and hauled it to the Industrial School at Red Deer. He also hewed out the lumber used in the first stores in Lacombe. When the road from

Edmonton to Calgary was being built the Adamases freighted lumber for bridges and culverts. They also cut rails and sold them to earn money. A 14 foot rail sold for one cent.

Dave Adams says that when their flour supply ran low they used to grind wheat in the old coffee grinder to make whole wheat flour.

He remembers a picnic at Gull lake when his whole family attended and stayed for two days. That was July 12, 1895. The Matthais family from Bentley also had a picnic at the lake in 1897.

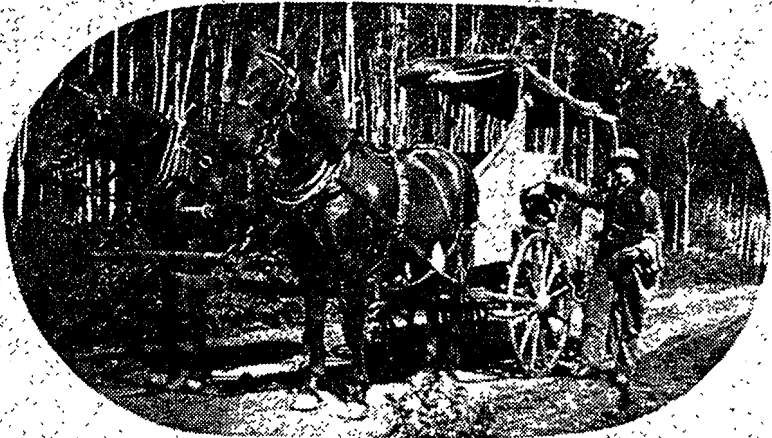
The late Hiram Cutler homesteaded in 1901. He passed away several years ago in B.C. His wife, the former Ethel Mowbray, now lives at Mission City. Her family, the Mowbrays, were English and moved here in the early years. George Mowbray was butcher in

Rimbey for a long time before he passed away. Mrs. Ed Johnston, now of Calgary, was Edith Mowbray.

Mr. and Mrs. M. S. Aunger are old timers here too. They live in Edmonton but came down each spring and fall to do the work on their farm.

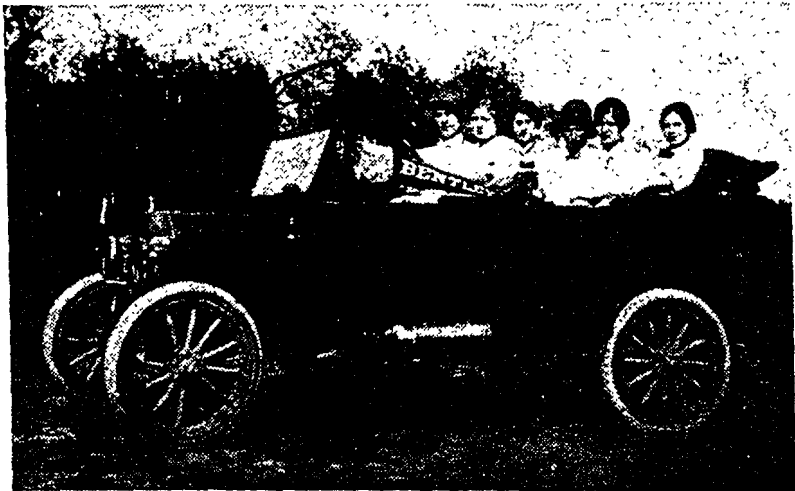
Mr. and Mrs. Hardin Irwin came in 1906, and farmed in the Monte Vista district. Mr. Irwin was a minister and used to conduct services for the settlers. Mrs. Irwin was a daughter of Mr. and Mrs. J. H. Vliet. They were kind, good people, and their home was used as a gathering place for many church and community picnics. The Goings home (Mrs. Goings was Mrs. Irwin's aunt) was used for the same purpose quite often. They were the best of friends and neighbors, always willing to help in times of sickness or need.

EARLY MAIL WAGON



Ralph Mowbray, who drove the mail for Alfred Coverdale, is shown with Mr. Coverdale's team of Cleveland Bays, named Dolly and Pet. This team made the trip to Lacombe weekly, twice weekly, and then daily for nine years.

ONE OF THE FIRST CARS



Grover Robson's new car was the very latest model when this picture was taken. With him are Lily Cox (now Mrs. Robson), Ella Robson (Mrs. Chester Rimbey), Fritz Uhlig, Isa Cox (Mrs. R. Herold) and Elsie Robson (Mrs. Sampsell).

OLD TIMERS



This picture was taken four years ago and shows five Rimbeyites who were all over 80 years old. They are Frank Stephas, Joseph Marshall, Mrs. Payton, J. Cumberland and T. N. Wright. Mr. Wright passed away since, in June 1951.

Aretha Rimbey, sand papered and shellaced it with her own hands. This young lady was destined to later become Mrs. J. W. Wright.

During all these years, since they were originally established by J. W. Wright, the preaching appointments at Wittenburg (Leedale), Calkins Valley, Springdale, and Potter Creek have been included in the Rimbey field. A history and study of the Church at Rimbey reveals a faithfulness and a determination on the part of all those who labored therein throughout the past years that compares favorably with other towns and districts of the west.

The information given above is taken from an article written by Mr. L. S. Cutler, who was Sunday School superintendent here for many years. Mrs. Cutler also took a leading part in the work, teaching Sunday School, and acting as leader for C.G.I.T.

Mr. Cutler gave up his law practice here and moved to Edmonton about ten years ago.

Four years ago, while Rev. M. J. Parr was minister here, the church was moved to the north end of the property, so that it faces the next street. A full basement and an addition was built onto it to meet the need for a larger church.

CHURCH OF THE NAZARENE

The Church of the Nazarene in Rimbey was first built in 1915, after the attendance became so large that was not advisable to hold meetings in a private home. Jim Rimbey donated the land as he had done years before for the Methodist Church. Rev. John Wright from Spokane preached the dedication sermon and Rev. T. A. McLachlin became the first minister,

In June 1916, the building burned to the ground, and a three year old boy lost his life in the fire. He was Melvette, son of Phineas Rimbey. It is interesting to note that the present minister's wife, Mrs. Kaechele, is a cousin of the little boy who was burned.

The following Sunday the congregation met in a tent for services, and at a meeting later in the day agreed to rebuild. The present Church of the Nazarene is the one which was built that year, on the same site as the first church.

The main church was enlarged later to accommodate the ever increasing congregations. A full basement and porch were added in 1927, and two years ago the interior was remodelled and modernized.

CATHOLIC CHURCH

To get a good understanding of the history of the Parish of Rimbey you would have to go back to the turn of the century. Since the territory was a mission it was served by a missionary priest, Father Van Wetten of Leduc, at that time the only parish south of Edmonton as far as Red Deer. Up to 1920 he served the surrounding districts, including Rimbey, which he visited two or three times a year.

In the fall of 1921, Father Harrison, present Parish Priest of Ponoka, was appointed Parish Priest of Lacombe. He ministered in the districts West, as far as Alder Flats, holding services in private homes and schools. In 1925 the first church was started in the district. It was located at Bluffton where services were held once a month.

In 1932 the Sisters of St. Joseph came to operate St. Paul's Hospital and Father Leamy was

appointed Chaplain and temporary Parish Priest. In October of the same year Rev. J. Murphy was appointed first Parish Priest and Rimbey was formally established as a Parish. With no church at Rimbey, he took up residence at the hospital, where services for the congregation were held in the hospital chapel until the year 1940, when the present basement church was built. From here Father Murphy served districts as far as Alder Flats, until a church was erected at Winfield in 1936 leaving the missions of Bluffton and Leedale. The present church at Bluffton was completed in 1943 and a new church was opened at Leedale on Christmas Day, 1951. On the departure of the Sisters of St. Joseph from Rimbey and the reconstruction of the old hospital into the Three-Way Chronic Convalescent hospital, a new rectory was built in Rimbey where the Parish Priest now resides.

Father Murphy observes the twenty-fifth anniversary of his ordination to the priesthood in June of this year. Of his 25 years in the ministry, 20 of them have been spent here, where he is highly respected and well liked by everyone.

CHURCH OF THE EPIPHANY

The Church of England was built in 1908, and was finished just a short time sooner than the Methodist, (United).

It was built of logs in compli-

ance with the wishes of a man who offered to donate money in memory of his wife if the church were built of native material.

Arthur J. Patstone was the first minister and held the first service on December 20, 1908. He was ordained the following year.

At that time his field included Rocky Mountain House, Lesliville, Bentley and Eckville.

The first wedding in the church was that of Harry Brownlow from Gull Lake and Miss Caroline Damant. It took place on July 12, 1909, with Rev. Patstone officiating.

Jesse Elizabeth Nelle and Robert Hamilton Nelles were the first children baptized in the church. That was May 24, 1908. Grace May Everhart and Pearl Edith Everhart were confirmed by Bishop Pinkham on July 22, 1910.

Mrs. Wates and Kenneth, the Charlie Bowkers, Prossers, Frank Richards, Mowbrays and Brownes were staunch supporters of the church in the early days. Of those mentioned, only Mrs. Browne still lives in Rimbey. She has been organist for 21 years, and before then while she lived on the farm she used to play occasionally.

There has been no resident minister here for quite a few years but services are held regularly, with a supply minister coming from Lacombe or Sylvan Lake.

The grounds of the church are very simply landscaped and are given excellent care, and provide an appropriate setting for the quiet dignity of the little log church.

School

Most of the history presented here is copied from an article written in 1942 by Mr. W. A. Saunders, now living a Ponoka.

The pioneer life of every community appears to be centred around the activities of the schools and the churches. Rimbey was no exception of this rule. Preceding this settlement period we have the Indian and the buffalo, (like the chicken and the egg we are not quite sure which came first) followed by the trapper and the rancher. There will be no attempt to discuss the first three and ranching will be referred to only once. About 100 yards south of the present school site there used to be a dugout the remains of which were plainly visible as late as 1908. Legend says it was built by the Boode boys, then of Lacombe, in the late 19th century. Who occupied this ranchers dugout remain a mystery. The name of Montana Richards has been mentioned but this has not been confirmed.

Next in order and what proved to be the actual beginning of settlement in the district was the coming of the three Rimbey boys, Ben, Jim and Sam, from whom the village of Rimbey eventually took its name. They prospected the country in the fall of 1900, taking up permanent residence in the spring of 1901. These boys came from Kansas and the locality was known by the name of Kansas Ridge, a name which was passed on to the school district when first erected. Kansas Ridge was also the first name proposed when a post office was suggested a few years later. But this was not acceptable to the post office department and "Rimbey" the second name submitted on a list to

the department about the year 1904 was the one selected. The name of the school still remained as Kansas Ridge until about the year 1911 when it was also changed to Rimbey.

Several other settlers arrived in the year 1901 and immediately following some, some of whom were: Young, Reed, Allison, Anderson, Roseberry, Richards, Dunch, Vlet, Gwin, Marshall, Joiner, Pineo and others.

While there was no school in 1901 some are of the opinion that agitation for a school started in that year while others think that they were so busy getting established that they did not have time to devote to school matters. Some thought towards the establishment of a school must have crossed the minds of certain settlers as later evidence shows a school in operation early in 1902, but this was not on the grounds of the present Rimbey school site.

About this time an unfortunate rivalry for the official location of the school grounds developed. It is not quite clear whether this rivalry took concrete form prior to the building of the school just mentioned or subsequent to that time, but indications are that a public meeting was held in the home of B. T. Rimbey early in 1902. On motion by Sam Rimbey, seconded by D. P. Pineo, Mr. Shelby Reed was appointed chairman of this meeting. It would seem then that the school referred to had either been built or was in the minds of the chairman as an attempt was made to influence the gathering to have this school site located on the south west corner of the S.W. $\frac{1}{4}$ 14-42-2 W5, 2 miles east and $2\frac{1}{4}$ miles south of the present site. A school

building at the place mentioned was constructed by the triumvirate, Shelby D. Reed, W. A. Tolman and Sanford Allison. As previously mentioned this school was in operation early in 1902. The teacher was Lulu Hamilton and she taught at least three months and some say for nearly a year. An incident corroborates the spring opening. The Allison children attending this school had a habit of tying their hoses to a post at a hay-stack near the school building. They tucked their mittens into the hay-stack for safe keeping. Others arriving happened to tie their horses where the mittens were safely tucked away. But the horses were not specifically advised of the hidden mittens with the result that they became lost but were eventually found and returned to their rightful owner. The fact of the mittens indicates late winter weather. A picnic was held at these school grounds at the end of the spring term in June, 1902.

Referring again to the public meeting held at Mr. Ben Rimbey's with Mr. Reed in the chair. This meeting was promoted by Mr. Samuel Rimbey who made many trips to Lacombe in this connection. There was a difference of opinion where the school grounds should officially be located. Mr. Reed and his followers were outvoted and the present site was chosen.

It has not been definitely established that an official from the Department of Education was consulted or not, but it is presumed that he was. The highlight of the proceedings at this first meeting culminated in the arrest and conviction of Mr. S. D. Reed for appearing at the meeting with a gun on his person in contravention to established regulations. The case

was heard in Lacombe before the late Peter Talbot, then Justice of the Peace.

The first school board of trustees was composed of Benjamin Rimbey, chairman, and trustees Joseph Marshall and Mr. Young. Tapley B. Bunch arrived in the district in June, 1902 and he hauled the rocks for the foundation. The logs for the original log building came partly from west of Rimbey and partly from Joiner's mill $5\frac{1}{4}$ miles south east of Rimbey. The carpenter work was done by John Dixon and Charles Townsend. The building is still in existence and may be seen on the land of A.E. Drader about 200 yards north of the present school. In its declining years it was dressed up in a coat of drop siding.

In regard to first teachers Miss Lulu Hamilton at the Reed school site (which was an entirely private enterprise, not being sanctioned by the department of Education) must be recognized as the first to hold school classes. In the officially recognized Kansas Ridge school Mr. James Huston Vliet came first, followed by Miss Florence Hall, Mrs. Alice Wilson and Mr. W. A. Saunders, in that order. Miss Hamilton married one of the Joiner boys and of her we have no further trace. Mr. Vliet and Miss Hall have passed to their reward. Nothing definite can be learned of Miss Wilson other than that she is a resident in the Province of Ontario, and W. A. Saunders is assistant secretary of the recently formed County of Ponoka.

Prior to the formation of a Kansas Ridge (Rimbey) school district there were no other schools in the immediate vicinity. However, two districts were organized between Bentley and Rimbey be-

fore the one at Rimbey itself was formed. These were Chapel No. 588 and Outlet No. 599 the nearest of which is nine miles south of Rimbey.

Since the number of horses bringing pupils to the school had reached the number of nineteen the log stable became too small and more accommodation was provided. The log stable disappeared for fire wood. The late Mr. Thibaudeau was school inspector and Mr. Saunders has a vivid recollection of one of his trips. True to form, country roads in those days were roads in name only. Just at the south east corner of the school grounds there is a slight depression, or draw as it is commonly known which at the time in question was a sizable stream about 2 rods in width. It had been raining incessantly before and during Mr. Thibaudeau's visit. Accustomed as we were to the weather and country road conditions, we were well equipped with rubber boots. Not so Mr. Thibaudeau who had stopped with Mr. Saunders at his boarding house the previous night. While walking to school they arrived at the aforementioned water barrier. Mr. Saunders had the boots so had to convoy Mr. Thibadeau "piggy-back" over the water way. Mr. Saunders weighed about 140 lbs. and Mr. Thibadeau a conservative 240 lbs., and yet Mr. Saunders did not drop him in the water at all.

As other schools were formed in the surrounding country from time to time the attendance began to drop off for a while. But this condition did not last for long as the natural increase began to swell the attendance. So a consolidated district was formed in the early "teens" and the consolidated board functioned one year

only but no change was made in the school set up and at the end of the year the consolidated idea was dropped and the board disbanded, all included schools reverting to their former status. But as time went on there became an ever increasing demand for more room and for high school facilities. At last the board of trustees heeded the call and recognizing the necessity embarked upon a high school program.

High School

Prior to 1915, local students who wished to take high school had to attend classes in a larger town. This not only was inconvenient but was quite an expense as well. To remedy the situation, Mr. T. A. Iddings, Mr. W. Brooks, Mrs. W. Taggart and Dr. Byers decided that instead of paying board and tuition for their children to attend school in some other town, they might as well get a teacher to come to Rimbey and pay the money to her.

Accordingly, Miss Mabel Fleming (now Mrs. W. S. Mellis) arrived in Rimbey by stage coach from Lacombe and began the first high school classes in the building now used as the Town office. Later the house, known as the Sloan house, was built for a high school.

Students who attended classes that first day were Roxie Richards, Alta Iddings, Edith Byers, Ruth Taggart, Robert Brooks, Tom McEvoy and Eric Brooks. Attendance grew to twenty.

High school was eventually taught in a regular "school house" type of building on the present school grounds, and in 1924 the first section of the large school was built. It contained four rooms but only three were used for a year or two until the attendance grew large enough to warrant

hiring four teachers.

The grounds of the new school were landscaped and every so often the principal would declare a "recess", during which time every last pupil in the school had to go out and pick dandelions out of the lawn. That was the only time a scholar dared set foot on the lawn though, for stepping on the grass drew severe penalties.

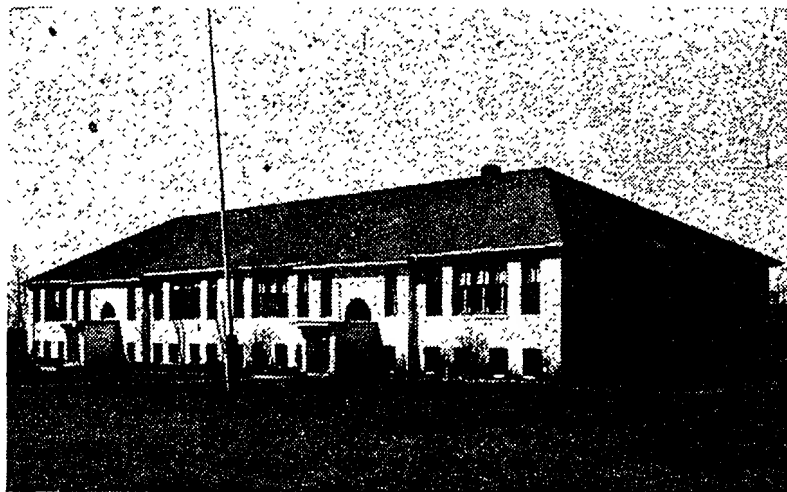
Mr. J. Hewitt was janitor at the new school for many years and was loved by each and every student. Into his cozy furnace room went the horses' bridles so the bits would not freeze; large flat rocks were heated through to keep little feet warm going home

in cutters; and in rainy weather many coats and boots steamed dry under his care.

During the past several years, buses have been introduced to transport country children to school in Rimbey. The school has expanded accordingly, and two air force huts from Penhold have been utilized as class rooms. Attendance is around the 500 mark at present with 17 teachers. A new larger school seems imminent.

The present janitor is Mr. Max Vliet and it is of interest to know that he is a son of Mr. James Huston Vliet, Rimbey's first teacher.

RIMBEY SCHOOL



This is Rimbey's main school building. The north half was built in 1924 and the other section was built and opened in 1946.

Blindman Valley Co-Op Assn.

Possibly no organization in the district so closely portrays the spirit of the pioneer as that shown by this co-operative commonly known as the "Hog Pool".

That spirit of self help together with the urge to help one another went a long way in the formation of this organization and well may this brief history be called "The Saga of the Pioneers".

Since the Blindman Valley district was first settled the production of livestock has been a major source of income to its people. Before the days of the railroad all produce had to be hauled either to Ponoka or Lacombe thus the production of hogs was a natural outlet for the grain being grown.

Common sights in the early days were the long caravans of horse drawn wagon or sleigh loads of hogs on their way to Lacombe, with the movement in winter months over the ice surface of Lake. The seeds of this co-operative actually were sown on many of these long trips when the practice would be to sell the entire lot of hogs to the highest bidder.

The practice was, that knowing of the approaching caravan, the several local buyers in Lacombe would send out riders to meet the farmers with an offer for the entire shipment, which in many instances exceeded the quoted price in Lacombe. This brought out what competition there was at the local or drover level.

From 1917 to 1919 the hogs from the Rimbey district were all hauled to Bentley and following the arrival of the railroad in Rimbey in 1919 rail shipments were made from Rimbey, Forshee and Bentley by the one buyer. During this

time the farmers of the Bentley district began assembling car loads of hogs which were either shipped to the market or sold F.O.B. the cars at Bentley with movement direct to the packing plants.

The first steps to organize the present organization were taken at a U.F.A. local meeting held in the home of John A. Holmen who lived some eight miles west of Bentley during the winter of 1922-23. The summer of 1923 was largely taken up with organization work. The records show the Memorandum of Association being officially approved on July 16th, 1923. The goal for membership was set at three hundred before shipments were to commence.

During this formation period some little discussion took place as to whether the organization should take in the entire district from Nugent to Bentley or to be broken up into several local associations. The decision was in favor of the larger association to embrace all the areas interested which subsequent events proved to be a very wise decision.

During this organization period meetings were held throughout the Bentley, Forshee and Lockhart district to iron out differences of opinion and difficulties arising from the problems involved.

The twenty signers of the original Memorandum of Association were: J. W. Robson; R. E. Chowen, Philo Slaughter, Wm. Surratt, Ed. Haarstad, Fred Ellsworth, C. A. Calkins, J. R. Hutton, Carl O. Vig, A. B. Haarstad, Oscar O. Vig, Alfred O. Vig, A. J. Anderson, Ray H. Slaughter, A. M. Berry, Arch Kincheloe, W. J. Begert, R. J. Parkinson, E. J. Wyatt and H. C. Hopkins.

The provisional board of directors elected at a meeting held August 9, 1923 consisted of E. J. Wyatt, R. E. Chowen, J. W. Robson, Fred Ellsworth, A. J. Anderson, A. B. Haarstad and R. H. Slaughter. From this group Mr. E. J. Wyatt was elected president.

The first annual meeting was held in the Lockhart hall on January 29, 1924 at which time the permanent board were elected as follows: R. E. Chowen, A. J. Anderson, F. C. Kenner, J. W. Robson, H. W. Gee, J. E. Wetzler and F. C. Smith. This group elected R. E. Chowen as president which office he held until his retirement from farming.

Mr. J. H. Thompson, who was agent for the United Grain Growers in Bentley was the first secretary-treasurer following the annual meeting in 1924. He acted in this capacity on a part time basis until the early part of 1926 when conditions required a full time man and he was made Secretary-Manager, which position he filled until the end of 1927 at which time the present manager, Mr. G. A. Wright took over.

The following men have been president of the association: E. J. Wyatt, R. E. Chowen, E. C. Crooker, N. E. Brooks and R. H. Carlyle.

The following men have been directors of the association: R. E.

Chowen, A. J. Anderson, F. C. Kenner, J. W. Robson, H. W. Gee, J. E. Wetzler, F. J. Smith, J. B. Crooker, T. A. Iddings, A. W. Sharp, Fred Emerson, John Ellis, D. M. Layton, Leslie Mathieson, P. A. Switzer, A. B. Haarstad, E. C. Crooker, A. McDougall, J. L. Layton, N. E. Brooks, J. M. Johnson, Carl J. Haarstad, Mike Olson, R. H. Carlyle, A. Lottridge, Pete Fraser, M. C. Bradley, Geo. C. Irwin, F. J. VanAlstyne, D. G. Whitney, L. Hendrigan.

The first shipment made by the association was on February 12th, 1924. Since that date some 900,000 hogs together with numbers of cattle and sheep have been handled by this co-operative which is now recognized as one of the leading livestock co-operatives in Canada.

In many instances the third generation of the same families have been or are patrons with such names as Allison, Anderson, Craig, Damron, Haarstad, Iddings, Rimbey, Robson, Snow, Suggett, Skonsberg, Wiese, Wetzler, Wyatt being but a few.

Surely no finer tribute could be paid those pioneers who helped in the formation of this successful co-operative than to paraphrase a saying of modern statesman. "Never in the history of this valley has so much been owed to so few by so many".

THREE GENERATIONS AT WORK



This picture shows Gordon Wright, who works for the Blindman Valley Co-Op in Rimbej which ships cattle, sheep and hogs each Monday. With him are his son Jim and his father, the late T. N. Wright, who helped him every week at the stockyards.

PROWLERS NOT WANTED



Maybe Grandpa used a muzzle loader to keep the bears away from his homestead, but B. W. MacGillivray and R. Smuland bagged this big bear with modern day rifles. It was shot 5 miles from Rimbej.

First Things First

First White Baby Boy — Roy Allison, born September 3, 1901. Mrs. Sam Rimbey still remembers that she and Mrs. Ben Rimbey rode horseback to the Allison farm to see the new arrival.

First White Baby Girl — Either Marie Rimbey (Mrs. Glen Wright) or Ada Reed.

First Midwives — Mrs. Greeneye and Mrs. Uhl Sr. (Isadore Uhl's mother).

First Church — Anglican completed first although the United Church was built at the same time.

First Wedding — Jim Crawford and a Reed girl.

First Death — Donnie Iddings, son of Mr. and Mrs. T. A. Iddings.

First Cemetery — Situated across from the school. First graves were those of Donnie Iddings, Mrs. Jesse Lloyd, Louis Allison's father, Mrs. Diamond (Mrs. Iddings sister) and a Lockhart boy. Cemetery Association formed and bodies were removed to Mt. Auburn Cemetery. This land was donated by Jim Rimbey and surveyed in 1904.

First People Here — Ole Boode of Lacombe and his father and Cook from Cook's point were here in 1898-99 with their cattle.

First Homestead Taken — In 1901 by Ben Rimbey.

First Stopping Houses — E. Triplett ran the one closest to Rimbey on his farm S.E. 10-42-3; Bert Williams and McPhersons also had stopping places in Bentley. Weisville (changed to Aspen Beach during first World War) was also a stopping place, run by the Weise family which moved to Lockhart later. They sold meals or rented rooms for the night and provided barn space and feed for the horses.

First Store — Jim Cox's store.

First Bank — Merchant's Bank of Canada, situated about where Ben Gunn's shop now stands. J. Lethbridge, first manager. The name was changed in 1923 to Bank of Montreal.

First Municipal Council — Originally an L.I.D. of one township, later increased to four 43 - ranges 1 and 2, and 44 - range 1 and 2. Council in 1905 included E. D. Sisty, E. McMillan, Mr. Sweet, Mr. Carson, and J. H. Vliet, secretary. In 1916-17 the Municipality of Blindman No. 430 was formed, with W. C. Platt as secretary.

Townships 41 and 42, ranges 1 and 2 also formed a Local Improvement District, with C. Whitworth, W. Smith, W. Barnes and Sanford

HERE SINCE 1901



Mr. and Mrs. Sam Rimbey who settled here in 1901.

Allison as councillors. E. A. Shirliff was secretary-treasurer in 1908. Tax levy was 334 cents per acre.

In 1909 the council included C. Whitworth, W. Smith, M. Hunting and S. Allison. Mr. Smith was secretary-treasurer and the tax levy was increased to 5 cents per acre.

In 1912 on December 23rd, the number of these small Local Improvement Districts was changed to 430, while on March 1st, 1918 the name was changed to the Municipal District of Blindman with the number being the same.

On December 31st, 1943 the Municipal District of Blindman No. 430 was merged into the large Municipal District of Ponoka No. 428 which number was later changed to No. 66. On January 1st, this year the area was included in the County of Ponoka No. 3.

First Village Council — Village of Rimbey incorporated July 11, 1919. First Reeve was Frank Symonds, postmaster, and William Brooks and Marquis Frizzell were councillors. Joseph Renshaw was first secretary-treasurer. First

RIMBEY'S FIRST DOCTOR



Dr. and Mrs. S. C. Byers, as they were about 1924, and as most Rimbey people remember them.

election was held July 2, 1919, when the same councillors were nominated and elected by acclamation.

First Medical Health Officer — Dr. J. S. Byers, and Charlie Onions was Health Inspector.

First Electric Light Service — Was provided in Rimbey by A. E. Drader, who held the franchise for a ten year period from October 1925. The franchise went to Calgary Power in 1925 for a period of 20 years.

First Tractor — Minneapolis-Moline owned by Dave Adams.

First Threshing Machines — During the earliest years here the settlers stacked their grain. The only threshing machine in the valley was owned by Mr. Palmer of Bentley, who came here as soon as he could and threshed the grain. It was a Minneapolis-Moline separator, hand-fed with a straw carrier. Wagon box measure was used, estimating 56 bushels per

load. The first local machine was bought by Pat Donnelly, Pat Bowen and Frank Stephas. It was run by horse power, with 8 or 10 teams hitched tandem style, and Frank Stephas drove them all.

Old timers say that these were happy times with everyone helping his neighbor and the ladies helping each other to do the cooking.

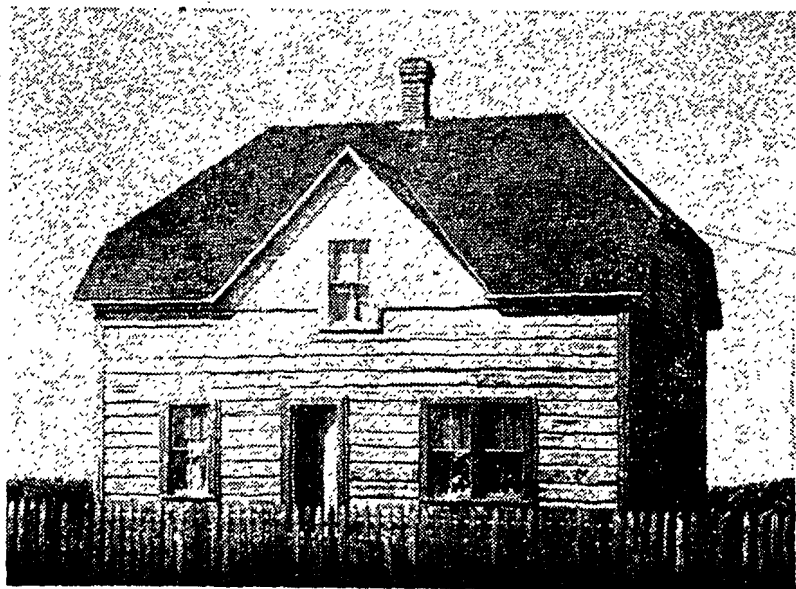
First Car — Was brought here by Shelby Reed, who bought it second hand from Morrison and Johnson of Lacombe. It was a delivery car with a single cylinder motor.

First Garage — Opened by C. Platt.

First Community Sports — Was held in 1906 on the land which is now Jasper Avenue.

First Telephone — Rimbey's first pay station was in Thorpe's store in the year 1910. Later a switchboard was operated by Peabody's at the hotel, and this was

BUILT IN 1904



Ben Rimbey's house which he built in 1904, on his homestead. This house is still standing, now the home of Mr. and Mrs. Art Craig.

taken over by Glen Marshall. About 1915 Mrs. J. Renshaw became operator and the switchboard was moved to her home, where it still is. The Renshaws left in 1929 for Edmonton and Mrs. A. E. Browne became operator. She still holds this position and her pleasant well-modulated voice is familiar to everyone.

First Well Drilling Outfit — Was owned by Hardin Irwin, who had moved here with his family from Kansas in 1906. Mrs. Irwin was a daughter of Mr. and Mrs. James Vliet.

First Lumber Yard — Was started in 1913-14. It was owned by Clifford Hewitt. It was situated where the Imperial Lumber Co. Store now is.

First Major Fires — The first fire was the destruction of the Nazarene Church in 1916. It was also the most disastrous, as it took the life of a small boy, Melvette Rimbey.

The second fire, in 1922, razed the printing office, the bank and Rankins Hardware. These buildings were situated along the street where Ropers and Spinks buildings now stand.

The next fire occurred in 1923 when White's drug store, Beatty's hardware store, and Rolston's general store were destroyed.

In the spring of 1935 the Jones store (old Canon store), printing office, Dr. Halpin's dentist office and Loyd's Confectionery burned down. Next fire was the destruction of the old hotel, used as a printing office. This occurred in 1936.

First Hospital — Was St. Paul's built in 1932 and run by Sisters of St. Joseph. It was a wonderful asset to this district, which had been without any hospital facilities. The Sisters operated the hospital

until early in 1947, when the Municipal Hospital was opened.

First Printing Office — Was started in 1920 by Barney Halpin who came here from Lacombe. It was sold a year or two later to Mrs. Elva Simmons, but the building burned down in 1923. Next print shop was established in a building where the Imperial Hardware now stands. This was run by J. Quinn, who suicided, and the shop was taken over by Mr. W. Good. It was destroyed by fire in 1935, and Mr. Good then set up business in the old Windsor Hotel, which also burned down. He then built the present printing office and operated it until 1940 when he joined the army. He now lives at Vancouver.

First Train — Arrived here in 1919, and the first passengers to ride to Lacombe were Mrs. Glenn Iddings, Mr. and Mrs. S. M. Gwin, and Mrs. Phil Becker Sr. The first time-table scheduled a trip out from Lacombe on Monday, back on Tuesday, out on Wednesday, back on Thursday, out on Friday and back on Saturday.

In 1918 the railroad was built as far as Bentley and was not extended to Rimbey as had been expected. In 1919, fearing that construction might not be resumed, about 65 men from Rimbey went down to the end of the steel and commenced building the railroad (so we understand). Evidently this worked because a hired crew appeared within a day or two and continued the railroad out this way, with the result that train service started in October that year. First station master was named Logan.

The rail line from Calgary Junction to Strathcona, 190.6 miles was constructed in 1890-91 under charter to the Calgary and Ed-

monton Railway. The Calgary and Edmonton Railway Company leased its railway to the Canadian Pacific Railway Company for 999 years from January 1st, 1903, and the C.P.R. now operate the line under that lease.

First woman to cast her vote in Rimbey - was Mrs. Johnny Woods, in 1918.

First Picture Show — shown by Clifford Hewitt.

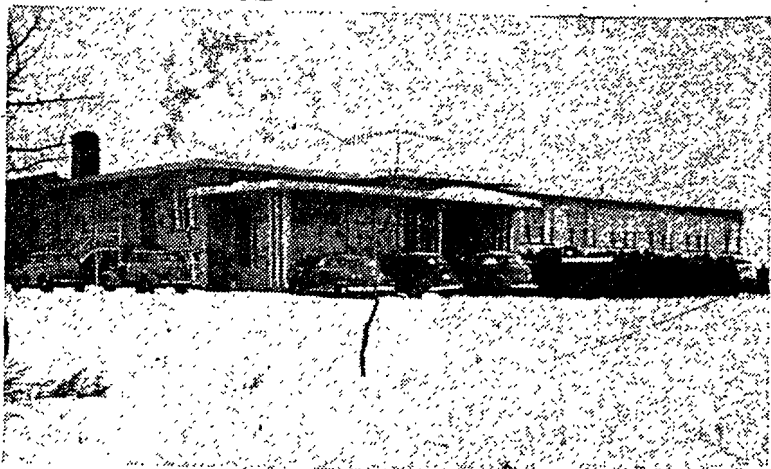
First Gravelled Road — Was the highway to Lacombe in 1937. Gravel for the road was obtained at the pit four miles north of town where the crusher was located. This road recently was completed to Edmonton, via Winfield and Breton.

THREE WAY HOSPITAL



The Three Way Chronic Convalescent Hospital, which was opened two years ago. It had been built as St. Paul's Hospital and had been run by the Sisters of St. Joseph until 1949.

MUNICIPAL HOSPITAL



The Rimbey Municipal Hospital, which was opened in February, 1949. It is built just west of the Beatty house on Jasper Ave.

Pioneers Were Sports Minded Too

As the people of Rimbey and surrounding districts prepare to celebrate Rimbey's fiftieth anniversary we naturally try to imagine what conditions were like in this part of the country half a century ago. Of course the men and women of those early days were mostly homesteaders, having come from many parts of the world, as well as various parts of Canada, to take up land in "Sunny Alberta". It's sad, but true, that many of them have departed from this district. Quite a few of them, after proving up on their homestead, sold out and returned to the land of their birth, while many others, of course, have ridden down that one way trail, and crossed the dark river from whence there is no returning.

Of course, those were the horse and buggy days. Travel was mostly on horseback, or by buggy or democrat and quite often by wagons, as lots of times the "big wagon" was the only vehicle the homesteader possessed.

Horses were mostly used to pull these vehicles, but a few team of oxen were also owned in the district. These were used mostly for breaking out the virgin soil. Those big oxen were very slow, but very strong and powerful, and plodded along steadily hour after hour, pulling a big breaking plow through the tough sod and stumps and roots until they were attacked by heel flies. Upon these occasions they put on quite a burst of speed in the direction of the barn or the nearest slough of water, of which there were many in those days. The driver was powerless to stop them, or to get them back on the job until these intelligent beasts were quite satisfied that the flies were gone for

the day.

Of course there were not very many places for people to go for recreation in those days, mostly dances, and picnics at the school houses, with a big "celebration day" at Rimbey on July 1st.

Roads were mostly trails and almost impassable during a rainy summer. Groceries, clothing, machinery and supplies of all kinds, including seed grain were mostly hauled out from Lacombe, which was the nearest railroad town of any size.

One particularly rainy spring, Shelby Reed, who was one the earliest settlers in the district hitched his six best horses to the wagon and went to Lacombe after a load of seed oats, but the roads were in such terrible condition, and the return journey was such a slow one, that Mr. Reed was compelled to feed up all of his precious oats and finally arrived home with the empty wagon.

The sporting events in those early days were mostly horse races, although from 1914 until 1920 Rimbey had one of the best ball teams in the province, and took on all comers, but that is another story.

Many a horse race was run, going to a dance or a picnic, mostly by those on horseback, but often by someone driving a good team to a buggy or democrat. Quite often hot arguments arose as to who had the fastest horse in the district and these arguments usually ended up as a match race for as much money as each contestant happened to possess, usually from five to twenty-five dollars a side. Celebration day was considered the start of the racing season, and the prize money for the various events was raised by

taking up a collection. In addition to the horse races, were children's races, also foot races for the ladies as well as the men, and each event usually brought out a large number of contestants.

Purses for the horse races were usually ten dollars for the first horse, and five for second money. That was for the free for all. The purse for the pony race was usually eight dollars, divided five and three.

In the foot races the money was two and one for the adults, and fifty and twenty-five cents for the children.

Most of the horses in the early days were known as "cayuses" being descendants from the Indian ponies. These probably traced back to the good horses the Spaniards brought into Mexico, during their bloody conquest of that ill fated country. Shelby Reed brought in some wagon horses from Montana, a stallion among them, and the get of this horse showed more speed than the ordinary cayuse. Mr. Reed brought these horses across the line at a point where no customs officers were to be encountered as he did not wish to bother with the formalities of glanders tests. Of course the authorities eventually heard of this unorthodox proceeding and notified Reed to have these horses ready for a glanders test at a certain time mentioned. But Shelby Reed was of a very temperamental disposition and after hiding his stallion and two of his favorite mares, drove the remainder of the band west into the foothills where they thrived and multiplied, and many fine horse descendent from that band, roam the hidden mountain valleys today, but are too fleet and wary to be caught.

Later on Perry Bunch brought in a thoroughbred stallion called

Buck Winks, who sired some pretty speedy horses, the best among them being a black mare owned by Jess Loyd and called Queen L. About the same time Joe Montgomery brought in a thoroughbred stallion, Sportsman, an Irish bred horse which was possessed of tremendous speed for half a mile, and he sired several colts possessed of the same characteristics.

Joe Montgomery lived in what is now known as the Forshee district, but before the advent of the railroad was known as Centre Valley. This district was noted for good horses. The Raymonds, the Hankins boys, the Everndens, the Skeels boys and many others in that district owned some real good ones, and from the Centre Valley district came two good ones, Buck and Baldy. Buck was perhaps the most remarkable pony of them all, a real buckskin with a black stripe down his back. He was little more than a Shetland in size, being a scant 14 hands in height, which was a good two inches under the 14½ hand, or 58 inch limit for ponies. But he was real short in the back and extremely heavy muscled, and was possessed with remarkable speed and endurance, and a gentle and kind disposition. When in full flight he had an abnormally long smooth stride, and time after time defeated some really good horses. His breeding was obscure, perhaps he grewed just like Topsy, but he was a wonderful pony anyway.

The Leedale district was also famous for good horses. Ray VanLoan and Hugh Lindsay owned a famous pony, Badger. The Simmons girls, Clara and Agnes, daughters of that grand old lady of the Leedale district, Grandma Simmons, and also her son Ed Hoback, owned and raced some

fine ponies. Other good ones from that district were owned by the Chaland, the Dahls, the Eastburns, Frank Nugent, the Hanchers, and many others. Another good horsewoman of those days was Elva Simmons who later took her good trick horse "Mustang" to Hollywood where she appeared in numerous pictures. Of course some good ponies were owned right in the Rimbey district too. The Bert Saunders family had a good one, other good ones were owned by Jim Bowen, Frank Coverdale, the Wiltons, the Marshalls, the Connellys, the Uhls, the Gwins, the Loyds and many others. From the Lockhart district came some good ones owned by the Calkins boys, the Robsons and others.

In the summer of 1913 occurred the first match race of any importance in the Rimbey district. This was between Perry Bunch with his stallion Buck Winks, and Joe Montgomery with Sportsman. Half mile heats took place south east of Rimbey past the old Hiram Cutler place. The first heat was won quite easily by Sportsman, who was also leading by a good margin in the second heat, but who bolted, as he was passing the Cutler place, and this heat was awarded to Bunch. Sportsman seemed to injure himself when he flew the track and ran a very dull race the third heat, being easily outdistanced by Buck Winks. So the race and the one hundred dollars side money was awarded to Bunch.

Montgomery rode his own horse and as he weighed about two hundred pounds. This being about one hundred pounds over jockey's weight, it probably was quite a factor in his defeat.

Joe Montgomery was without a doubt the most remarkable and

colorful character of his day. Reputed to be an Irish nobleman in straightened circumstances he came to New York city as a young man, where he was employed as head coachman for the wealthy Vanderbilt family for a number of years. But Joe had a lot of pioneer spirit in his blood and tiring of the effete east, he came west to Alberta about the turn of the century and settled on a quarter section about half a mile north of where the Forshee elevator now stands. He remained a bachelor, his only love being his horses and his moonshine whisky. He was really remarkable in appearance, six foot in height, broad of shoulder, and erect in carriage. He let his hair grow long and braided it Indian fashion. Somewhere in his travels he suffered the loss of an eye, and a glass one was substituted for the real one, and when in conversation he constantly winked the good eye while the other one, naturally remained in a glassy stare leaving his audience, especially strangers, in a somewhat bewildered state of mind. He also possessed a very peculiar voice, usually starting to speak in a moderate baritone, but gradually rising until he ended in a high tenor.

He was convicted on three occasions of operating a still and selling moonshine whisky. Joe had his still concealed in a cave about ten feet underground, and the police were never able to actually locate the still. and Joe was convicted mostly on circumstantial evidence. He called his still "Old King Tut" and of course the cave was "King Tut's Tomb". He paid a stiff fine on the first conviction, but served time in Fort Saskatchewan for the last two offences. Each time he returned from prison he informed all and

sundry that he had learned more up at college, which was his name for the penitentiary, than he knew before about whisky making. Joe also claimed to be possessed of supernatural powers which enabled him to converse with ghostly but friendly spirits, who warned him on several occasions of impending raids by the police, and Joe immediately concealed all incriminating evidence. One cold, bitter day with the thermometer hovering at a nice cool fifty below zero, one of his neighbors found Joe lying in his shack in a semi-conscious condition, and was immediately taken to hospital where his feet were found to be badly frozen and the doctors advised immediate amputation, but Joe strenuously objected to such a silly proceeding saying that his feet were going to remain on his legs where they belonged, and be buried with him, and so they were. For Joe passed away a few days later, and thus ended the amazing career of the wildest, wooliest Irishman to ever invade the wild and wooly west. Joe was buried in a dress suit which was found in an old trunk which he had brought all the way from old Erin.

From 1913 up until and including 1920 the racing tempo increased as far as match racing was concerned, and those old timers were certainly willing to back up their judgement with their money. In the spring of 1914 the E. A. Connelly family came to the Rimbey district, and brought in a good half thoroughbred horse called Pat, who won the "free for all" at the celebration, beating a good mare owned by Frank Coverdale. Johnnie Gwin had the mount on Pat, and after considerable interference managed to win by a comfortable margin. Later on Bennie, Johnnie's

younger brother, won some races for Connelly's with their pony Little Nell.

That was about the time that "Daddy" Woods and his horse Little Dan were thirsty for action and they found it in the person of Mr. Wm. Cook. Bill after listening to Daddy's choice line of adjectives and his description of the Englishman as a horseman promptly matched him a race for twenty-five dollars. Bill not having a horse was faced with somewhat of a problem. However he soon solved that by going down to Bentley and borrowing a horse from Fritz Uhlig who owned a pretty fair sort of a galloper. While not a real race horse he could turn in a good effort. Also Bill let it be known that he was going to be aboard Old Ted, his borrowed horse. When Daddy heard that he waxed extremely belligerent and was heard to remark that the race was definitely decided now as knew Bill couldn't ride in a box car with all the doors shut. Well it was a good race but Daddy riding at 90 lbs. on his little stallion won this race by about one length. Bill, and much to Daddy's surprise finished still aboard. When they had both dismounted Daddy gave Mr. Cook a very enlightening lecture on how to conduct himself in the future in regards to match races. Daddy also reminded Bill of his ride at Leedale a few years previous, when one of the owners of a horse entered in the pony race was hunting a rider, not really a rider but a finished jockey. Bill nobly rose to the occasion and offered his services free. Mr. Nugent, the owner, quite elated that he had a fully qualified English jockey, forthwith produced his bankroll and proceeded to back his

CAVE IN



The first sewer ditch to cave in after a heavy rainstorm meant plenty of trouble for Parker's Transport. It was loaded with supplies for local businesses, including a tractor which tended to overbalance the truck. A bulldozer lifted and pushed the truck out of the hole.

ONE OF THE PITFALLS



The big ditching machine which dug the trenches for the water and sewer mains is shown in the background of this picture. The car which came to such an abrupt stop, belonged to Olynk Construction Co., which had the contract for the installation of water and sewerage.

beloved pony to the limit. Well, Bill soon began to suspect that he had a miniature bomb under him, that in no way resembled the stately English thoroughbreds. However his stout heart and iron nerves remained steady and he nonchalantly rode with the other horses to the start. It is still a problem whether his mount was dissatisfied with the company of the other horses or his rider, as he after a few strides proceeded to take matters into his own hands or mouth, and made a dash for the brush, while the horrified spectators and owner helplessly looked on. The last seen of them was the pony, like a charger of old, plunging wildly through the poplar and spruce, and his noble rider feebly holding to any part of his pony's anatomy possible. A few hours later Bill was found in a dazed condition, beside a creek sadly washing his wounds and muttering something about the Grand National and the Ascot Gold Cup.

However the good people of Leedale ministered gently and tenderly to him and the next day Bill was able to go home again. While Daddy Woods was reminding Bill of all the incidents of the past, Bill must have mellowed a little at least enough to agree at least in his heart, as strangely enough that brought to an end his amazing and colorful career as an old and new country jockey. But these were to be Daddy's happiest days, as many times later he was to taste the bitter sting of defeat, and find his confidence in his beloved "Little Dan" was sadly misplaced.

Some of the best riders of those days were the Gwin boys, already mentioned, also Vern Charlie and Ivan Wilton, Reg Snow, Clarence Challand, John

Connelly, Daddy Woods, Bill Cook (?) and many others. Also the girls could ride almost as good as the boys, among the lady riders were Bessie Wilton, Marie Becker, Elsie Robson, Elva Simmons, Eva Reed and many other good lady riders.

In the spring of 1915 the E. J. Connelly family moved to the Rimbey district and brought in two pretty good horses, which they raced at the celebrations and also engaged in a few match races with a very remarkable character, John (Daddy) Woods. Daddy Woods was a dead game sport and ready to match a horse race most any time, and would bet his money too. He was the right weight for a jockey weighing about one hundred pounds. Connelly's horses were full brothers, Chestnuts with stars on forehead, and were as alike as the proverbial two peas, one was named Colonel, and other Happy, and Happy was the faster of the two. At the celebration races Connelly's horse Colonel defeated Woods' horse Little Dan, and this led up to a match race. Woods had a mare called Little Devil who was faster than little Dan for a quarter mile. He matched Little Devil against E. J. Connelly's chestnut gelding for a quarter mile. The particulars and terms of the race were drawn up and signed by both parties, and the amount of money the race was matched for was fifty dollars a side. The chestnut gelding of Connelly's turned out to be Happy instead of Colonel, and he defeated Little Devil quite handily and was awarded the race and the money.

Daddy Woods was extremely indignant when he found out what had happened and called Connelly an old stink pot, but Connelly had really raced his chestnut gelding

as the agreement stipulated.

This was followed by several match races in quick succession, one of them being between Woods and Loyds. The horses being Little Dan and Queen L. Woods was victorious in this one. Another was matched and run about a month later, Loyds being the winner this time. They then defeated Gus Palm, who matched a horse called Last Faustus against Queen L. Next they defeated Montgomery with Queen L. beating Sportsman.

Warren Connelly and Frank Coverdale had a match race between the ponies Buck and Glide being the winner. Next was a race between Daddy Woods with Little Dan and Connelys with a horse called Slide. Woods won this one and a side bet of one hundred dollars.

Loyds mare Queen L. was acknowledged champion and now was willing to take on all comers. About this time Connelly's purchased a thoroughbred horse, Lofty Heywood who had been racing at various places in Alberta, and who in his younger days had been a real campaigner in Mexico and the United States and who for several years had held a track record in Lia Juana, Mexico, going six furlongs. This horse after a years rest along with some good feed, began to show signs of regaining some of his old time form. As the Loyd mare was continuing her winning ways a match between these two was inevitable. The race was finally matched in the summer of 1920, the distance, a three-eighths of a mile, and a side bet of one hundred dollars. Both parties agreed to give the other owner first chance to call any additional bets that either side wanted to make and approximately one thousand

dollars was bet between the two families by the day of the race. Many hundreds of dollars were bet among the general public, and the interest and excitement was so intense that the stores and business places in Rimbey closed for about two hours the afternoon of the race, and it was said that Dad Symonds and his dog were the only living things left in Rimbey. Dad was postmaster and felt he must keep the office open.

The race was run past the old Mike Uhl place where Harvey McCrackin now resides. Several hundred people were there to witness this, the biggest race ever run in the Rimbey district, several coming from as far away as Lacombe. John Connelly, son of E. J. Connelly and nephew of E. A. Connelly, rode Lofty Heywood, with Daddy Woods riding Queen L. L. Frizzell, a noted horseman and pioneer of the Rimbey and Leedale district was the starter. Bill Cook, Perry Bunch and Mel Sheppard were the judges. Post time was three o'clock and when the horses appeared on the track excitement rose to a fever pitch. The Loyd mare appeared to be the favorite but the betting was at even money. After a very short delay at the post, starter Frizzell sent them away to a good even break. Lofty Heywood soon raced into a good lead and won, winning by about two lengths. Queen L ran a good race under a rousing ride at the hands of Daddy Woods but at long last had met her Waterloo in "Old Lofty". Immediately after the judges gave their decision, those who had picked the winner made a wild dash for the Farmers and Merchants Bank, where most of the side money was being held for safe keeping. Charlie Jackson driving a big Buick won this race and was first

to collect. Loyds were still not quite satisfied that Lofty Heywood was the faster horse, and two days later another race between these two horses was run. This time a high board fence was built in the centre of the road about thirty yards long so that the horses were unable to see each other and thus a perfect start was obtained. Again Lofty Heywood proved his superiority, and thus ended the greatest of the old time match races. In fact, this was the race that ended the match races in the Rimbey district. A few years later the Rimbey Agricultural Society was formed and a good oval track was built on the grounds, and although many Rimbey Derbies and Hotel Stakes have been run, none of them ever approached the interest and excitement of those match races between those old timers.

All of these famous old horses have been dead for many a year. Connellys cremated the remains of Lofty Heywood and a bottle of his ashes are among their proudest possessions today. Many of the owners and riders have also departed from this world but memories of those stout hearted pioneers will always remain green in the hearts of those who are privileged to be living today. And now its "hail and farewell" to the old timers. Hail to those who so bravely endured the hardships of those early days and had the courage and the vision to settle and develop this grand country of today. And farewell to those brave men and women who have gone from our midst into the great beyond, and who, along with their noble horses are, we hope, enjoying the bright fruits and the green pastures and clear cool waters of paradise.

MODERN THEATRE BUILDING



The Empress Theatre building houses the theatre, doctor's and dentist's offices, local forestry office, as well as having store space on the ground floor.

Baseball

A little after the turn of the century Rimbey began to take a lot of interest in baseball. This was fostered mostly by such good sports as Bert Saunders, H. Eckardt, the Uhl brothers, Frank Peabody, and many others, but these probably being the most enthusiastic. Saunders was the first real manager of a Rimbey team but found it exceedingly difficult to field nine good men on account of a sparse population and lack of real talent. This was definitely the case with a lot of small towns and districts until all at once, it seemed, Rimbey and surrounding country began to boom in a big way and settlers from almost all over the world started to pour into the country. Among these were J. Lethbridge, the first manager of the first bank in Rimbey. This boy was a real ball player, and with his coming, it seemed to open the doors to a tide of talent. Then came the Connellys fresh from Illinois high school and semi pro ball, followed by the Kutinas, semi pro and professional ball players from Minnesota, Joe Kutina, having suffered a stomach injury, had been released by the St. Louis Browns, and having his career cut that short, decided to homestead in Western Canada and his choice became Rimbey. Along with him came Bill and George, two of his brothers, both high class semi pros. These boys had been preceded a few months by Floyd Little and Clyde Ely from the Nebraska state league, and already here, were some boys showing great promise, namely Alfred and Gilbert Lloyd and Carl Cox. Little did all these immigrants know that they were to form one of the best, if not the best, ball club in Alber-

ta. It was strange also that everyone of these boys became residents, therefore overcoming the sometimes troublesome question of those days, "Where are you from?"

Of course they lost some games as other towns were having the same thing happen, therefore it became very evident that this country as a whole was a hot bed of high class baseball. At that time there was a Central Alberta League composed of Ponoka, Lacombe, Clive and Red Deer. In the year of 1914 Lacombe won that League championship as they were fortunate in getting a lot of help from across the line such as Del Garland, Ray Bullis, Jim Hill, Ralph Metzgan, the Danner boys and a big boy, a policeman of Lacombe, whom they fittingly called "Chief Miller". The Trame boys were already there so they like Rimbey had their team pretty well set up. This was the first club of much promise that Saunders' newly formed outfit ever met. The place Bentley, and the occasion was a big day at Bentley consisting of a big community sale. Bentley's wide awake Board of Trade, composed of such sports as the Thorps, Damrons, Williams, Blish, etc. knew quite well that the meeting of these two good clubs would assure Bentley a big crowd, and how well their judgement was proved, as for those days the crowd was tremendous.

Yes, Rimbey won that game behind the superb pitching of Herb Connelly and Alfred Lloyd, with Warren Connelly catching that day as he did for several years to come. The whole story of that game was just too much Rimbey, as they proceeded to slaughter every pitcher Lacombe sent out

and the boys from Rimbey won pretty much as they pleased, making a reputation that was not questioned soon after. A few weeks later they made a three day tour of Red Deer, Lacombe and Ponoka, and by winning every game were conceded to be a threat to any club in Alberta. However they were of course to lose games as even every good team does. Naturally it was inevitable that there would be changes each year as boys became men and decided to call it quits. Others moved away making

it possible for new boys coming on and many fine players were developed under the capable hands of such men as E. W. Connelly, Joe Kutina and Bert Saunders. A few such players as Fred Watts, Ralph King, Harvey Jackson, and quite a few more including the Wright brothers, Glen and Gordon, who were later to play with the Rimbey club which went down to defeat to Didsbury in their quest for the intermediate championship of Alberta. Rimbey at that time had lost both of their star pitchers, Stiffy Lewis and

TOWN COUNCILLORS



GORDON ALGAR

From left to right, J. Parry, H. N. Taylor, J. Gardner, H. Wild, W. Mitchell and D. Gunn. These men, along with Mayor Gordon Algar, comprised the council which was in office at the time the water and sewerage project was voted in.

The present council (1952) comprises Mayor Ben Gunn, Councillors W. Mitchell, H. N. Taylor, H. Wild, F. Leboldus, W. Cork and G. Fry.

Harvey Johnson, and had little hope of winning this but did get to the finals against stiff opposition from Bentley and Lacombe, and lost their last two to Didsbury each in bitterly contested games. The first score 6-5, the second 4-3. However before this many a good team had sprung up, one of them was Centre Valley with some good boys such as the Everdens, Raymonds, Hankins, Whitworths, and Loren Craig etc. which provided Rimbey with ever increasingly tough opposition. Bentley in the meantime had caught fire and were making it tough for every team with such players as Buck Fortner, Caled Morris, Pork Miller, Tom Whitworth, Glen Williams, Irvie Palmer and several others of high class. However Ponoka was to provide the tough opposition of central Alberta for Rimbey as they had two of the best pitchers in the country, Hans Rehrrer, straight from the Pacific Coast League, and Art Mullins who was a Ponoka boy but almost as good

as Rohrer. It must be still fresh in the memory of so many when the Rimbey boys playing at Ponoka before one of the most rabid home town crowds ever known, and of course a lot of Rimbey supporters, took the Ponoka team with the score 6-0. Needless to say a lot of Rimbeyites came home with their money belts bulging as both clubs were backed to the limit. That was one of Rimbey's sweetest victories as it practically settled the real supremacy of central Alberta, and climaxed months of bitter feuds and rivalry.

The class of ball played can be judged by the fact that Henry Roache, the man of baseball at that time, drafted Joe Kutina, Bill Kutina and Warren Connelly to play in western Canadian finals, his Edmonton team having won the Alberta championship. These boys played through seven torrid games finally to go down to defeat in the last game.

In this history should be mentioned one of the strangest plays

VOTING FOR WATER



This picture shows voter Matt Kennedy with Returning Officer W. J. DeCoursey and town secretary M. I. Wright, on the day the town residents voted for water and sewerage.

that ever occurred on the local diamond. Here was the set up. The central Alberta league of that year was played in two halves of 12 games each half. The winners of each half to play two out of three to determine the right to meet the southern champions. Rimbey won the first half and looked sure to take the second, but for a last minute rush by Lacombe, would have. This splurge put Lacombe just one game behind Rimbey and if they could take Rimbey the last game it would end in a tie for first place making necessary a three game playoff. Lacombe came to Rimbey that day, an eager and confident club with a flock of their own fans and what a game it was. E. A. Connelly, who was manager, sent his ace pitcher Harry Johnson against Lacombe's Joe Edgington who was in fine form. Lacombe pushed one run over in the 7th and it looked bad as Rimbey hadn't been able to dent the pitching and defence. Going into the ninth it came, the perfect baseballer's dream — last half of the ninth, Rimbey at bat, score 1-0 for Lacombe, two down, no one on base, then Herb Connelly of Rimbey worked a pass from Edgington. Johnson the Rimbey pitcher came to bat, 3 balls, then 2 strikes. Almost a complete hush came over the hundreds of fans, then it came, Edgington's fire ball. Well Johnson met this with all his young power, and today it is freely admitted this was the longest hit ever made on the Rimbey diamond. Connelly scored, Johnson rounding third for home with the winning run when all at once the wild Rimbey fans swarmed out of the stands over the diamond and caught Johnson between third and home, carried him triumphantly to town and turned over to him the keys of

the city. In the meantime Ritz, Lacombe's speedy left fielder had caught up with the ball and relayed it home to the Lacombe catcher who knew the runner had not crossed the plate, but with the mob on the diamond could not find anybody to tag. He sat on home plate for five minutes and then Lacombe's manager made a protest, while Johnson was being wine and dined up town, and had never actually crossed home plate, having been forcibly carried off the diamond. Now baseball experts and gentle readers will you make this decision? Lacombe at first threatened to take it to the chief executive in Calgary, but later decided to let it stand as it was, and Rimbey won the game. This was only one of the many incidents and ups and downs in the history of Rimbey's ball team of long ago, and it should be fitting here to give the line-up of their last bid for glory, Mac-Gillivray, 3b; Olstad, 2b; Lapp, 1f; Bearisto, ss; Glen Wright, cf; Gordon Wright, rf; H. Connelly, 1b; W. Connelly, c; Johnson, p.

Many will remember Harry Johnson coming from Montana with John Anderson, who still resides east of town.

In other sports such as running and jumping, always popular at celebrations, Rimbey almost always took the lion's share of the prizes, with fleet runners as Geo. Manson, Bill Gwin, Olstad, G. Lloyd, Glen Chiles, Carl Cox, Clyde Ely, Dan Kenney and jumping — G. Chiles, Carl Cox and W. Connelly several times came close to olympic records.

Yes, they were the good old days, hard work, hard play, and Rimbey knew how to take their losses and their wins. It is very gratifying to know that almost all, if not all, of these athletes mentioned are still living.

Rimbey 1952 . . .

Inaugurated as a town January 1, 1949. Population 757.

Administration — the town is governed by a Mayor (Ben Gunn) and six councillors. The surrounding district is mainly within the County of Ponoka No. 3, although some to the south is in the M.D. of Lacombe.

Fire Protection — Rimbey has a new fire truck equipped with a 500 gallon water tank, a pump, and a chemical tank. W. R. Hoag is fire chief and has a brigade of well trained men.

Tax Structure — Municipal 22 mills, school 26 mills, hospital 12 mills. Frontage for water and sewer 10c each per lineal foot per year.

Water and Sewerage — Water and sewerage installation was voted for by an overwhelming majority on November 2, 1950. It was installed in the fall of 1951, and the system was turned on in February 1952. The water tank is not yet ready for use. So far, only

one well is being used but a second well is drilled and will be connected to the system shortly. The water system will be turned on officially at a ceremony to be held during Anniversary week.

Analysis of water — Total solids 676, Ignition loss 12, Hardness soft, Sulphates 90, Chlorides 6, Alkalinity 465, Nature of Alkalinity - bicarbonate of soda, Iron .4 parts per million. This is a soft water well containing 34 grains per gallon of carbonate of soda. Chemically the water is satisfactory. (From Provincial Analysis Report).

Local Resources — Gravel and sand, grain and hay, livestock, poultry and eggs, lumber and pulp wood.

Government Offices — Post Office, Dept. of Veterans Affairs Office, Telephone Office, Treasury Branch (sub-office), Forest Ranger Office.

Health Services — Municipal

LOCAL CREAMERY



This large building houses the Creamery and milk pasteurization plant, egg grading station, meat market and cold storage lockers.

Hospital, Chronic Convalescent practising physicians, one dentist, one drug store.. Also two visiting optometrists and one visiting chiropractor.

Transportation — C.P.R. line from Lacombe to Edmonton, Canadian Coachways, Taxi, three local Transport Trucks, C.P.R. and Dench Trucking service, local dray service.

Newspaper — The Rimbey Record, published weekly.

Communications — C.P.R. Telegraph, Alberta Government Telephone, Post Office, nearest Radio Stations, CBX at Lacombe and CKRD at Red Deer.

Churches — Anglican, Catholic, Nazarene, United.

Financial Facilities — Bank of Montreal, Treasury Branch, Credit Union.

Hotels — Grand Hotel, Taylor Hotel.

Lodges — Masons.

Service Clubs — Board of Trade, Canadian Legion, Lions Club, Women's Institute.

Associations — Agricultural Society, Fish and Game, Garden Club, Calf Club.

Halls and Theatres — A new community hall, built as a memorial to the servicemen of World War II, Legion hall, Empress Theatre.

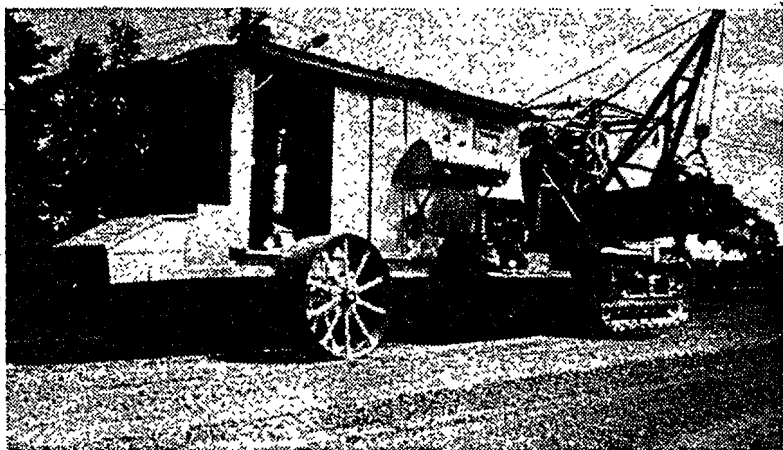
Sports Facilities — Skating rink, curling rink, good ball park, agricultural grounds, children's playgrounds, built and operated by the Lions club, tennis courts at the Municipal Hospital.

Fairs — Annual Flower Show, Bull Show, Calf Club Show.

Co-Operatives — U.G.G., Wheat Pool, Co-Op. General Store, Blindman Valley Co-Operative Association, Central Alberta Dairy Pool Creamery, Locker Plant and Egg Buying Station.

Industries and Businesses — Auto Repairs and Vulcanizing 1, Blacksmith 2, Bakery 1, Bank 2, Barbers 3, Butcher shops 2, Clothing (mens) 1, Clothing (ladies) 1, Cold Storage Lockers 1, Creamery 1, Dentist 1, Doctors 2, Drug Store 1, Egg Grading Station 1, Electricians 3, Feed Mill 1, Grocery & General stores 6, Garages & Service Stations 10, Grain Elevators 3, Hair Dressers 1, Hardware 3, Hotels 2, Implement Dealers 7, Jewellers 1, Lumber Yards 2, Milk Distributors 1, Photographers 1, Plumbers 1, Pool Rooms 2, Real Estate offices 2, Radio Repair shops 1, Restaurants 1, Shoe and Harness Repair Shop 1, Theatres 1, Tin Smith 2, Variety Store 1, Welding and Machine Shop 1.

DITCH DIGGER



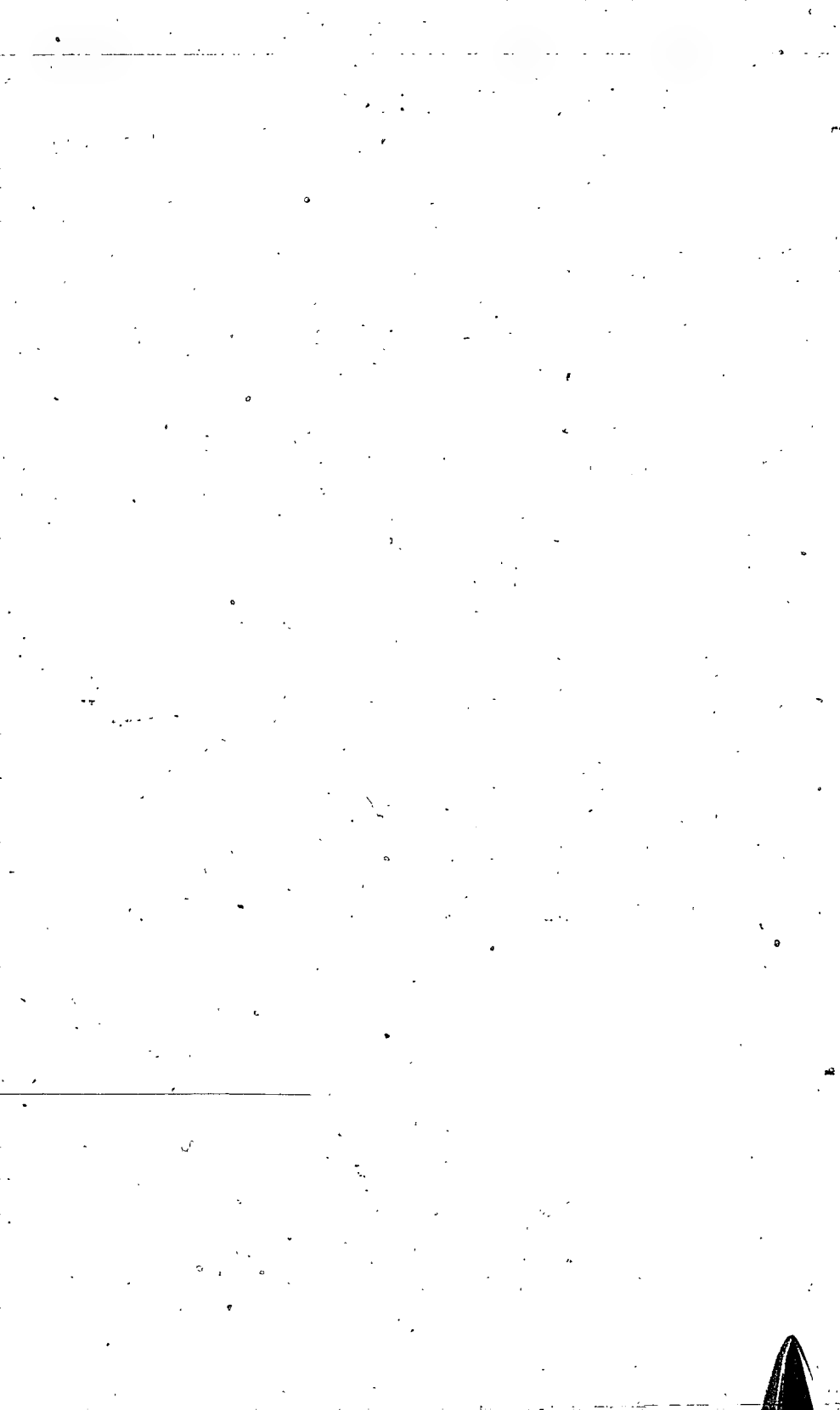
The ditch digger which was used in Rimbey to dig the trenches for the mains.

LOCAL FIRE BRIGADE



Rimbey's fire truck and some members of the brigade are shown here. From left to right are W. R. Hoag, fire chief, W. A. Cotton, Dick Brissard, L. Baudais, J. Parry, D. Field, Constable Voysey, M. R. Stevenson, W. Mitchell. In the truck are Ed Stearn, W. Wyman, C. R. Worton and Bill Earl.

Half a century has passed! An
era of wonderful progress! A
promise for a better future ahead.



In publishing this history of
Rimbey we wish to thank the
business men whose advertise-
ments on the following pages
make this book possible.

—History Committee

OUR CONGRATULATIONS TO RIMBEY
ON THEIR GOLDEN ANNIVERSARY

The Men's Store

THE HOME OF BETTER MEN'S WEAR
Tailored-To-Measure Suits and Overcoats — Biltmore Hats

FIFTY YEARS OF WONDERFUL PROGRESS . . .

. . . MAY THE NEXT FIFTY BE AS FRUITFUL

Rimbey 5c to \$ Store

Novelties — Notions — Toys — Ladies' Lingerie

Calwell Sales and Service

ALLIS-CHALMERS

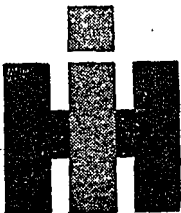
Calwell's Store

FOR QUALITY MERCHANDISE

PHONES: Store 21, Agency 15 Residence 90

If it is true that the first fifty years are the hardest,
than what fabulous times lie ahead . . .

The Rimbey Record



INTERNATIONAL
HARVESTER

OUR CONGRATULATIONS TO
RIMBEY AS IT MARKS FIFTY
YEARS OF PROGRESS

Distributors of International
Harvester Home Freezers and
Refrigerators.

Roper's Machinery & Electrical

RIMBEY

PHONE 42

COMPLIMENTS OF—

Mitchell's Ladies Wear

THE ONLY EXCLUSIVE LADIES' AND
CHILDREN'S WEAR SHOP IN RIMBEY

WE EXTEND OUR CONGRATULATIONS TO RIMBEY
ON THE OCCASION OF ITS FIFTIETH ANNIVERSARY

The Empress Theatre

RIMBEY

ALBERTA

CONGRATULATIONS TO A FINE TOWN, RIMBEY,
ON ITS GOLDEN ANNIVERSARY

Al's Transport

Excavating, Sand and Gravel
PHONE 117

RIMBEY

Compliments Of



Davis Bros. Garage

CHRYSLER - PLYMOUTH - FARGO
SALES AND SERVICE

COMPLIMENTS OF...

Dr. H. Bell Dr. G. C. Boorman

RIMBEY — ALBERTA

THE PLACE TO MEET YOUR FRIENDS
YOUR

Rimbey Co-Op Store

PHONE 20 — RIMBEY

COMPLIMENTS OF...

Taylor Hotel

RIMBEY - ALBERTA

COMPLIMENTS OF

Central Alberta Dairy Pool

QUICK-FREEZE LOCKERS

RIMBEY

PHONE 28

**THE BEST OF SERVICE
THE FINEST QUALITY**

... IN A FRIENDLY ATMOSPHERE

Jepson Drug Co.

PHONE 8

RIMBEY

Parry's

PHONE 3 — RIMBEY

**AN EXCLUSIVE FOOD STORE
IN A GOOD TOWN — SELLING FOR CASH**

OUR SINCERE WISH IS—
CONTINUED PROSPERITY FOR RIMBEY

Braithwaite's

HARDWARE - SPORTING GOODS - CHINA
PHONE 67 RIMBEY

CONGRATULATIONS . . .

TO RIMBEY ON ITS FIFTIETH ANNIVERSARY

Jack Gardner

RIMBEY

Your Electrician

ALBERTA

MY COMPLIMENTS TO RIMBEY ON ITS
FIFTIETH ANNIVERSARY

C. W. Jackson

RIMBEY

ALBERTA

Ferguson Feed Service

SHUR-GAIN CONCENTRATES AND COMPLETE
FEEDS

RIMBEY

PHONE 132

COMPLIMENTS OF...

Imperial Lumber Co. Ltd.

Better Friendlier Service At No Extra Cost For
All Your Lumber and Hardware Requirements

Imperial Oil Service

M. R. STEVENSON

RIMBEY — ALBERTA

CONGRATULATIONS...

Beatty and Cotton

HARDWARE — HEATING — PLUMBING

PHONE 25

RIMBEY — ALBERTA

WYLLIS SALES AND SERVICE

GENERAL REPAIRING

Platt's Garage

IMPERIAL GAS AND OIL

PHONE 6

COMPLIMENTS OF—

Dave's Transport

GENERAL TRUCKING

PHONE 94

RIMBEY

~~RIMBEY~~

PHONE 9

Mitchell's Sales & Service

WM. C. MITCHELL

AGENT FOR JOHN DEERE FARM MACHINERY
DeLaval Dairy Equipment — Propane Equipment and

MAY I ADD MY CONGRATULATIONS TO THOSE
OF OTHERS ON RIMBEY'S 50th ANNIVERSARY

Russell C. Cole

AUCTIONEER

Specializing in Farm, Household and Livestock Sales

OUR BEST WISHES GO FORTH TO RIMBEY ON
ON THE OBSERVANCE OF ITS 50th ANNIVERSARY

Parker's Transport

Trips to Edmonton Tuesday & Thursday

Taylor's General Store

GROCERIES — DRY GOODS
LADIES' SHOES

RIMBEY — PHONE 52

Lloyds Billiards & Barber Shop

SMOKER'S SUPPLIES — NOVELTIES & ACCESSORIES

G. L. NEWSOM

RIMBEY

ALBERTA

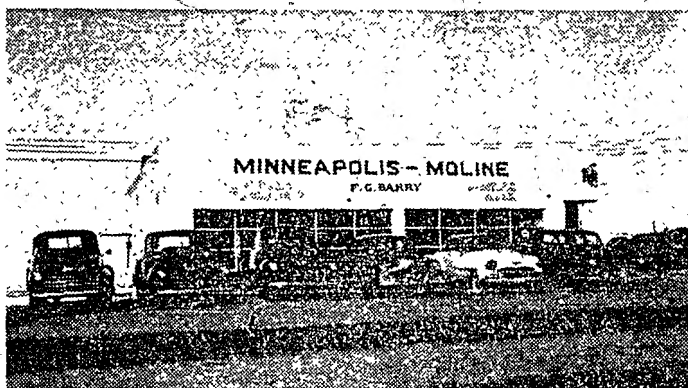
SEE

MacGillivray

FOR BARGAINS IN HOUSES AND FARMS

RIMBEY

Congratulations To Rimbeiy



Barry Motors

GENERAL MOTORS PRODUCTS — SALES & SERVICE

PHONE 54

RIMBEY

Rimbey Shoe Hospital

SHOES REPAIRED WHILE YOU WAIT
MEN'S WORK SHOES KEPT IN STOCK
BEN GUNN — OPERATOR

OUR BEST WISHES TO RIMBEY ON ITS
GOLDEN ANNIVERSARY

Tom's Barber Shop

RIMBEY

ALBERTA

CONGRATULATIONS...

Gordon E. Algar

FIRE AND AUTOMÓBILE INSURANCE
RIMBEY — ALBERTA

MAPLE LEAF PETROLEUM
WHOLESALE AND RETAIL

M. J. Pedersen

PHONE 78

RIMBEY

CONGRATULATIONS RIMBEY—

May the future hold equal prosperity and happiness.

Rimbey Bakery and Coffee Shop

L. E. JOSLIN

B. A. GAS AND OIL — GENERAL TRUCKING
Local Agent For Samson Weeder and Grain Loaders
PHONE 125 RIMBEY

MERCURY — LINCOLN — METEOR

WHEN IN RIMBEY SEE

Valley Motors

PHONE 11

RIMBEY

CONGRATULATIONS RIMBEY

May the next Fifty Years be as fruitful as the past

Dr. F. Leboldus

RIMBEY

— ALBERTA

Wilton's

GENERAL MERCHANTS

ALWAYS DEPENDABLE

RIMBEY

ALBERTA

OUR CONGRATULATIONS TO RIMBEY . . .

Mac's Barber Shop

RIMBEY

— ALBERTA

COMPLETE AUTO AND TRACTOR

SALES AND SERVICE

Hoag's Garage



Phone 13 and 41

RimbeY

ON THE OCCASION OF RIMBEY'S 50th ANNIVERSARY

WE EXTEND OUR CONGRATULATIONS

Bank of Montreal

RIMBEY

ALBERTA

